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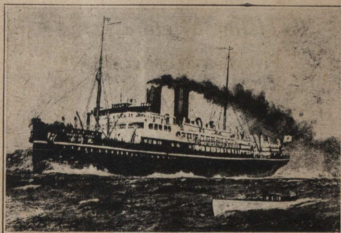
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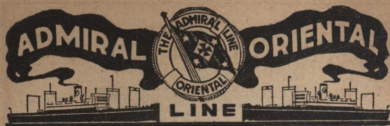
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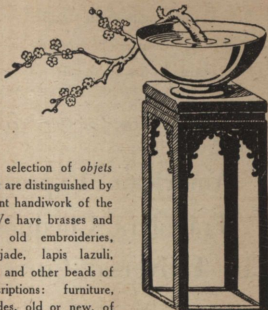
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Thanks and acknowledgements for assistance given, and for references and revision, are due to the following gentlemen: Messrs. C. H. Raven, Ivar Lundequist, Monte T. Smith, Arthur de C. Souerby, and to numerous other businessmen and officials of Shanghai and to members of the various Consular services. Acknowledgement should also be given for the use made of works by the following authors and authorities: Messrs. H. B. Morse, Julian Arnold, Mahlon H. Perkins, Chas. G. Leland, C. E. Darwent, and Carl Crow.

The publisher sincerely hopes that the Guide will in some measure fulfill its purpose : to give newcomers to the Far East some idea of what they may expect to find here, and of how we who live here order our daily lives so far from the scenes of our native places.

W. S. P. G.

Shanghai, 1st May, 1924.

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SHANGHAI, the commercial capital of China and third in rank of the world's great seaports, is situated midwise of the China coast in the province of Kiangsu, near the northern border of Chekiang. It lies on the left bank of the Whangpoo river some sixteen miles above its junction with the Yangtsze Kiang, China's most extensive waterway, and from earliest times the principal trade route to the interior of the country.

The city is situated in the midst of an immense low-lying delta, so fertile that it has from time immemorial been known as "the Garden of China." This delta is the gift of the heavily silted waters of the Yangtsze river which is still adding at the rate of about two square miles annually to the regained area.

The two provinces of Kiangsu and Chekiang are among the wealthiest and most densely populated areas in China. Population figures in China are very difficult to obtain with any degree of accuracy, but the estimate made by the Chinese Maritime Customs in 1910 gives the population of Kiangsu as 23,980,000 and that of Chekiang as 11,800,000. The density of the population is given as 463 per square mile for Chekiang and 448 per square mile for Kiangsu. The delta of the Yangtsze with an area of nearly 50,000 square miles supports a population of 40,000,000 people, directly dependant on Shanghai; while the whole watershed of the mighty river covering some 750,000 square miles, is estimated to contain a population of 200,000,000, or a half of the entire population of the country.

HISTORICAL SKETCH.—Of the early history of Shanghai the searcher in the records finds but little to reward his labours. References to the place under various names, Hu-tuh, Hua Ting-hai, and finally, Shanghai, occur from as far back as B.C. 300, but if the ancient archives are to be believed life must have flowed smoothly and uneventfully through the centuries.

In A.D. 446 the viceroy of Yangchow, in whose jurisdiction the place lay, was ordered by Imperial rescript to cut a canal to link up the city of Soochow with the Yangtsze. This being done seems to have marked the beginning of Shanghai's importance as an anchorage. Its sheltered position, its proximity to the important centres of Soochow, Sungkiang and Hangchow together with the gradual silting up of the nearer approaches to the first

two of the above-named places, all helped little by little to make the port a favourite rendezvous for deep-water junks and a point for the transhipment of their cargoes.

In the last years of the thirteenth century, either in 1288 or in 1292 (in which latter year, it is interesting to remember, the great Venetian traveller, Marco Polo, finally quitted China) the original town together with several adjacent villages was erected by an ordinance of the great Kublai Khan, the Mongol conqueror, then Emperor of China, into a "hsien" or city of sub-prefectural status.

From about this time the growing wealth of the place seems to have attracted the unwelcome attentions of Japanese pirates, and the records speak frequently of raids. It would also appear that the Japanese were not the only offenders, since later references to "black slaves" and "white devils" indicate that Malayan and Portuguese freebooters may have occasionally preyed upon the trade of the port. The Japanese adventurers established a pirates nest on Tsungming Island, lying in the Yangtze directly opposite the mouth of the Whangpo, from whence they levied a heavy tribute upon all comers.

The most serious pirate raid occurred in 1554, when the city was looted and burned, and in the following year the citizens for their protection surrounded themselves with a substantial wall, three miles in circumference.

During the last century of the Ming dynasty, before that house was overthrown by the Manchus, Shanghai became the birthplace, in 1562, of one who is considered by many to be her greatest son. Hsü Kwang-chi, a great official and very learned scholar, became the disciple of the Jesuit missionary, Ricci, and embracing Christianity, was largely instrumental in introducing the "Western Learning" to the court of China. For a long period the Jesuits enjoyed the favour of Emperors and princes until internal quarrels among the various Christian religious orders assumed such serious proportions that all of them were ordered to quit the country. The great Jesuit establishment at Siccawei, near Shanghai, may be regarded as a memorial to Hsü Kwang-chi and his instructor, Ricci.

MODERN TIMES.—In the year 1832, Shanghai was visited by two foreign gentlemen, Messrs. Gutzlaff and Lindsay, the former a missionary and the latter interested to learn the commercial possibilities. Their reports show that an average of four hundred large junks entered the port daily. This report was confirmed by the Rev. Mr. Medhurst, who visited the place in 1835.

The Treaty of Nanking and the opening of the Ports.—Shanghai first comes officially within the sphere of operations of "the red-haired barbarians of the outer seas" (i.e., the foreigners) in 1842, in which year by the Treaty of Nanking, Great Britain, after a successful war, forced China to recede from her historical

attitude towards foreign trade and to open up five new ports to the ships and merchants of all nations, as well as to abolish the unreasonable and humiliating restrictions which Chinese conservatism had for two centuries imposed on the foreign traders at Canton, until then the only port open to trade with the outside world. The other ports opened at that time besides Shanghai, were Swatow, Amoy, Ningpo and Foochow.

Previous to the signature of the treaty Shanghai had been occupied without more than a show of resistance by a British force, after the reduction by a naval bombardment of the forts at Woosung, at the mouth of the Whangpoo.

The port of Shanghai was formally declared open on November 17th 1843. The area set aside under the provisions of the treaty of Nanking for the use of foreigners originally consisted of one square mile, being bounded by the Whangpoo River on the east, the Soochow Creek on the north, the creek known as the Yang king-pang (now culverted and converted into the magnificent thoroughfare named after the late King Edward VII) on the south and Defence Creek, now the Thibet Road, on the west. In 1848 the French secured the area between the northern walls of the native city and the Yang king-pang as a separate concession, and later still the Americans gained a footing in the district north of the Soochow Creek, now known as Hongkew.

Climate.—Shanghai is said to have three seasons. The winter monsoon, comprising the six months from September to February; the middle monsoon from March to mid-April; and the summer monsoon from mid-April to the end of August. The hot weather commences in July and often lasts until the end of September. October, November and December are usually pleasant months. January, February and March are frequently cold, damp and disagreeable, with a slight snow-fall. In April the summer monsoon sets in, and with May and June constitute the pleasantest months of the Shanghai year. The climate cannot be said to be unhealthy, although at first it may prove a little "difficult" for newcomers from higher, dryer altitudes. With reasonable precautions in the matter of eating and drinking and avoidance of extremes in exercise or work one may feel perfectly safe. Great care should be taken however in the eating of uncooked fruit or vegetables, especially in the hot weather.

Population.—The combined population of Greater Shanghai, in which is included The International Settlement, the French Concession, the Chinese city, and the districts of Chapei, Nantao, Paoshan and Pootung on the opposite side of the river, is estimated to exceed one and three-quarter millions. The foreign population, exclusive of some 5,000 Russians, mostly refugees from Bolchevist rule, and 17,000 Japanese, is estimated as being 20,000.

Shanghai Statistical Summary, December 31st, 1923.

The following summary applies only to the International Settlement and does not include the French Concession and Chinese City and Suburbs :—

Situation : Latitude 31° 15' N. ; Longitude 121° 29' E.

Elevation : Approximately sea-level.

Area within the limits of the International Settlement : 5,584 acres or 8 $\frac{2}{3}$ square miles.

Density of population within Settlement limits : 152 persons per acre.

Number of inhabited houses on which rates are collected :

	<i>Within limits.</i>	<i>Outside limits.</i>
Foreign ...	4,021	1,267
Chinese ...	64,979	2,165

Population (Estimated at December 31, 1923) :

	<i>Within limits.</i>	<i>Outside limits.</i>
Foreign ...	21,400	5,400
Chinese ...	830,000	—

Death-Rate : Foreign Residents 17.2 per 1,000

Chinese Residents 10.3 per 1,000 (*)

Barometer : Mean Inches 30.017

Temperature : Mean Degree 59°.23

Daily Range of Temperature : Mean Degree 17°.17

Degree of Humidity : Mean (Saturation—100) 78.5

Total Rainfall : 40.21 inches.

National Death-rates, 1923. (International Settlement only)

Nationality	Estimated mean resident population.	No. of Deaths	Death-rate per 1,000
American ...	1,926	18	9.35
British ...	4,895	88	17.98 (†)
Japanese ...	8,624	191	22.15
Portuguese ...	1,094	18	16.45
Russian ...	1,425	15	10.53
Others ...	2,861	30	10.49
Totals ...	20,825	360	

(*) This figure can be taken as only approximate, there being no compulsory registration of deaths in Shanghai.

(†) Includes 38 British Indians. Deducting the latter the death-rate is 10.22 a thousand.

ARRIVING AT SHANGHAI.—There may said to be only two ways of entering Shanghai : by the Nanking railway from the north and west, and by the Whangpoo river from the sea.

The newcomer, in nine cases out of ten, arrives by water and since those who come by rail have already undergone Customs formalities elsewhere, it will be quite fair to leave them for later consideration and to confine ourselves at the outset to the visitor who comes up from the sea in ships.

Vessels of the larger kind making Shanghai a port of call usually anchor and discharge their cargoes at Woosung, at the junction of the Whangpoo with the Yangtszekiang, a distance of 13 nautical miles by the river, or 10 miles by the railway from the city. This is done not because, as many imagine, there is not a sufficient depth of water in the Whangpoo right up to the city's doorstep, but because of the difficulty which larger ships have in swinging about in the almost-always crowded upper river.*

At Woosung Customs and Health officers come aboard and declaration forms are provided for the traveller to fill in. A copy of the Customs Declaration form with a table of dutiable and prohibited articles will be found elsewhere in this book. Visitors will find that the demands of the Customs officials are very reasonable, and that the necessary formalities are quickly completed. Passports are not required in order to enter Shanghai's gates, so that visitors are free from this main source of annoyance.

All vessels anchoring at Woosung are met on arrival by tenders provided by the shipping company, the best known of these being the "Alexandra" belonging to the Shanghai Tug and Lighter Company. The tenders convey passengers and their belongings up the Whangpoo to the Customs jetty on the Shanghai Bund. A number of curio hawkers and exchange dealers usually meet the ship on the tenders and the visitor should use a certain amount of caution in dealing with these people. Always ascertain the prevailing rate of exchange for the day from an independant source before changing money. In case of doubt the *Gow's Guide* salesman who meets all ships will be glad to inform you of the rate of the day for English, American or Japanese currency in Shanghai dollars.

The trip from the Woosung anchorage to the Customs jetty takes from an hour to an hour and a half, depending on the state of the tide.

Before leaving the ship notice the small fleet of Russian vessels anchored inshore. These are the last vestiges of the former Russian Imperial navy, which took refuge here late in 1923.

* Since the above was written the Canadian Pacific Company have begun to bring their ships, "Empress of Asia" and "Empress of Russia" up the river to the city.

On the way up the river the visitor will not see much to interest him on the low-lying shores until he approaches the outskirts of the city itself. The river, however, will usually provide a constant succession of interesting sights to the newcomer. Notice the sea-going junks towing along on their way to the river-mouth. The big bamboo-slatted sails, the gaudy colours, the gilded poops, the weird painted eyes in the bow—"Ship no have got eye, no can look-see; no can look-see, how can walkee?" says the Chinese mariner—all these are the same to-day as they were when they brought the tribute rice from the conquered lands of the south in Polo's time, or for that matter during the Han dynasty in A.D.1.

Next, by way of contrast, see that fussy, untidy, but by no means inefficient, native steam tug with a long line of Soochow crockery boats in tow. Thus the ancient land borrows the new things from the west. Shanghai is the home of contrasts; the immensely old cheek by jowl with the immediately modern.

From the ship the tender will pass, on the starboard side, (the left bank of the river) the village and forts of Woosung. The place is unattractive; containing only a number of godowns and two summer hotels. The hotels are quite comfortable. The forts of Woosung were bombarded by a British fleet in 1842, shortly before the signature of the Treaty of Nanking, which opened the port of Shanghai to the world, and were reduced without any difficulty. The present fortifications would not prove formidable to modern ships. A branch line of the Shanghai-Nanking Railway and an excellent motor road connect Woosung with Shanghai. A number of Chinese government gunboats of small size are usually moored in the stream off Woosung. These vessels are quite frequently in a state of strike for arrears of pay or awaiting a bid for their services from one or other of China's numerous "war-lords," but as they always strike in an eminently peaceable manner, no one pays any attention to them.

About six miles from the mouth of the river on the left bank the manufacturing section of Shanghai commences. Tall factory chimneys and great mills and warehouses line the banks. Further on, on the same side, come the docks of various Shipping Companies.

The tender now approaches the Settlement proper. Where the junk-crowded Soochow Creek, spanned by the unattractive iron Garden Bridge, debouches, the visitor will see the consular flags of Great Britain, the United States, Japan, Germany and, a rare sight anywhere in the world these days, the Imperial flag of old Russia. The latter is flown over the Bureau for Russian Affairs, formerly the Russian Consulate-General, and as the Chinese Government has never recognized the new regime in Russia the old flag is still permitted to brave the breeze. The Consulates of the other nations are situated in other parts of the Settlement.

On a very high mast a little further along should float, but rarely does, for some reason best known to the city fathers, the civic flag of the International Settlement of Shanghai, for Shanghai among the world's cities has the right to show her own ensign, a red saltire, or St. Andrew's cross, on a field of white, with a circular device in the centre, in which are marshalled the colours of all the original treaty nations, encircled by the motto: "Omnia juncta in uno"—All joined in one. As a result of events since 1914 many of the colours shown in the central device belong to empires and kingdoms no longer existing, and some which have been shorn of their treaty rights by the peace protocol.*

From the Public Gardens, a small breathing spot on the river-side immediately south of the Soochow Creek, Shanghai's most famous thoroughfare, The Bund, commences. Shanghaianders are very proud of this fine water-front street, lined from end to end with the magnificent premises of the great honges whose history is part and parcel of that of the Settlement.

First come the spacious grounds of the British Consulate, whose simple dignified buildings set among trees, seem well to represent the solid stability of their country; next the Masonic Club; the Banque de l'Indo-Chine; the fine new premises of the Glen Line; the massive home of "E-wo," the famous firm of Jardine-Matheson; the Yokohama Specie Bank; the Bank of China, whose typically Teutonic building was formerly the home of the German Club, ousted during the war; the Yangtsze Insurance Building; the Netherlands Trading Society; the Credit Foncier de l'Extreme Orient; and the Banque Belge pour l'Etranger. Then after the Nanking Road; the Palace Hotel, an unattractive exterior hiding great comfort within; the Chartered Bank; the North-China Daily News building, China's oldest foreign newspaper, affectionately known as "the Old Lady on the Bund"; The Russo-Asiatic Bank, with Thos. Cook's office; the academic looking Customs building with its clock tower, by which citizens have set their watches these many years, now being demolished to make room for more commodious quarters; and, looming large over all, the splendid dome of "Way-foong"—Peace and Credit—The Hongkong and Shanghai Banking Corporation, said to be the finest office building in Asia. Then comes the offices of the Nippon Kusen Kaisha; The Union Insurance Building, the Shanghai Club, which boasts the longest bar in the world, and the Asiatic Petroleum Company.

Here, at the Allied War Memorial, on the boundary of the French Concession, the Bund proper ends, and is succeeded on the French side by the Quai de France, and the French Consulate-

* Since the above was written the Council have issued instructions that the Municipal flag is to be flown from this mast on Sundays and holidays.

General beyond the Avenue Edward VII. That section will be treated of elsewhere.

Your tender however has not come quite as far as above described, but has nosed into the Customs Jetty opposite the Customs clock tower, probably paying the usual compliments on the way to one or other of the foreign warships, British, American, French or Japanese, which frequently lie in this section of the river.

Now comes the most tedious part. From the tender the visitor is ushered in to the Customs examining shed, which is just what its name implies, a shed, and nothing more. Here all hand-luggage is looked over, and it is wise at the same time to have your heavier baggage examined, since vexatious delay may result from "putting off until later." To give the Customs men their due they are really very prompt and courteous in the discharge of this unappreciated task. Having paid duty, in case any of your belongings come under the head of dutiable articles, you walk out through the big gate and are at last free in Shanghai. And very welcome! Let us jump into a ricksha and run across to the hotel.

Public Phone Station.—Newcomers wishing to use a telephone immediately on arrival will find a public pay-station in a small kiosk near the exit from the Customs jetty on the Bund foreshore.

ARRIVING BY RAILWAY.—Travellers from Peking or Northern ports arrive in Shanghai via the Shanghai-Nanking Railway at the Shanghai-North railway station. This is situated just outside the boundaries of the International Settlement in the Chapei district, at a distance of about one and a half miles from the centre of the city. The visitor has a choice of motor-car, tram or ricksha by which to reach his destination. A number of motors are always available at the station platform. The fare to any of the hotels is M. \$1.50 or M. \$2.00 according to the size of the car.

Transfer Services.—The visitor who intends to put up at one of the principal hotels will find a hotel chief-baggage-porter at the jetty, dock or railway station. These men will take charge of your luggage, after the Customs examination at the first two of the above points; and immediately after it is discharged from the baggage car, at the railway station. This will save a lot of delay and annoyance. Various public transfer services are usually represented at the wharves and station. Most visitors prefer to take a motor car from the railway station. From the Customs jetty visitors who intend to put up at the Astor House or at the Palace should take rickshas, as the former is not more than a quarter of a mile distant, and the latter but a stones-throw away.

CURRENCY.—It is difficult even to attempt to deal with this tangled subject within the space here available. The reader must understand that only the very fringe of China's chaotic coinage and currency is touched upon in what follows.

First let us take the coins which the newcomer will come in contact with on his arrival in Shanghai. Those in local use are the Mexican silver dollar and the silver yuan, (both of practically the same value, the latter so named from the bust of the late Yuan Shih-kai on the obverse); the Kwantung Province silver 20 and 10 cent subsidiary coins, and, lastly, the "10 cash copper coin."

In changing English or American notes into local currency go first to a foreign bank and exchange as much as you may require into \$5 and \$10 local dollar bank-notes at the prevailing rate of exchange for the day. (Note: there are also local tael notes, but it is better to avoid these as they are very readily mistaken for dollar notes and sometimes paid out in error). The large banks do not as a rule handle small change, that is, sums less than five dollars. You should therefore stop at one of the numerous small exchange shops which are to be found on almost every corner, and change one of your local bank-notes into silver. A silver dollar or yuan, the medium of most retail transactions, exchanges approximately as follows:

M. \$1. about	{	Tls. 0.73 in Shanghai taels.
		\$1.10 in silver subsidiary coinage.
		\$1.60 in copper subsidiary coinage.

For a five dollar bank-note you should receive four silver "big dollars," five twenty-cent pieces, one ten-cent piece, and a number of coppers. The exchange rate for the day is by a municipal ordinance kept posted in a conspicuous place in each exchange shop. It may appear from the above that you are receiving more than your money's worth for your note, but the explanation is that smaller coins tendered you are "token" coins and are always worth less than their face value.

In the hotels and foreign shops change is made at the rate of one hundred cents to the dollar, so if you wish to get the utmost value out of your money get your change at the exchange shops before purchasing and tender the exact amount.

"Big" Money and "Small" Money.—This often seems very confusing to the stranger, but is really not very difficult to understand. Bank-notes and silver dollars are "big" money. The subsidiary coins are "small" money. Thus in Wing On's great departmental store you may be quoted a price of "Fifty cents 'big' money." This means that the reckoning is made in hundredths parts of a silver Mexican dollar, and since the silver 10 cent piece is less than a tenth of a dollar, and since the copper coin is very considerably less than a hundredth part of a dollar you will have to give the clerk two twenty cent pieces, a ten cent piece, and sufficient coppers to make up the difference. "Small" money simply means the face value of the subsidiary coin. Five twenty

cents pieces would be a dollar "*small money*" but would be from fourteen to twenty cents short of a dollar "*big money*."

Counterfeit Coins and Worthless Bank-notes.—If genius, as has been said, is "an infinite capacity for taking pains" the Chinese counterfeiter is truly a genius. There are, unfortunately, a considerable number of false coins in circulation and the visitor has to be on his guard against them. Apart from base metal coins produced by the electroplating process there is also to be found that wonderful example of Chinese laboriousness the "three-piecee-dollar." This is really a work of art. Taking two silver dollars of similar appearance the artist in crime proceeds to file one down until there remains only the thinnest of shells on one side, then with the second coin he reverses the process, filing away the portion which he has preserved in the other but only taking off a thin film of the surface metal. He then proceeds to scoop out the silver contents of the second dollar, leaving a perfect shell which he then fills with lead, copper or other base metal, and solders on the top from the first coin so carefully, that to even a close inspection not a flaw can be discovered, so perfectly have the milled edges been approximated.

This labour must take many hours, if not days, and yet the total value of the silver abstracted can not be more than three-quarters of the total value of the coins. In Europe or America a jeweller would demand a very substantial sum for undertaking such a delicate task, but in China labour is one of the cheapest of commodities.

Only the notes of recognized banks, of which a list is given elsewhere, should be accepted, as there are a number of notes issued by various provincial "war-lords" in circulation whose value is on a par with that of the paper mark. In accepting even the notes of well-known banks care should be taken to see that they are those of the Shanghai branch and in Shanghai currency, since the various local currencies are all different and a bank-note issued by a branch bank outside the Shanghai district will almost always suffer a considerable discount.

If any doubt is felt about a coin or note offered you at an exchange shop demand that the dealer "chop" it in your presence. This he does by hammering a small private die mark on the coin or impressing a small seal on the note. This is the dealer's personal guarantee of the genuineness of the money and he makes himself responsible for it by so doing.

Taels.—The tael is the medium for banking and wholesale transactions and for rentals, taxation, etc. It is not a coin but a Chinese ounce weight of silver of specified fineness. Silver imported to China is melted down into sycee or "shoes," so-called from a fancied resemblance to the small shoes of the Chinese women, and

each shoe weighs approximately fifty taels. As the Chinese ounce varies in different localities and as the fineness of the silver used is also a varying factor, we have in China an almost endless variety of taels. The foreign merchants are in the habit of keeping their accounts in the local tael of their place of business and these more important local taels and the treasury taels authorized by the Government are the only ones with which we need to concern ourselves here.

TREASURY TAELS.

The Haikwan (Customs) Tael—is the standard employed by the Chinese Maritime Customs. It is purely a money of account. Weight 583.3 grains of silver 1000 fine. 100 Haikwan taels equal 111.40 Shanghai taels.

The Kuping Tael.—Another money of account, established by the government for all dues other than Customs duties and those contributed in kind. 575.8 grains, 1000 fine. It is equivalent to 1.096 Shanghai taels.

The Tsaoping Tael.—As applied for the payment of duties contributed in kind, is not a currency nor a fictitious medium of exchange, but simply a weight, equivalent to 565.65 grains.

LOCAL TAELS.

Foreign firms in China keep their accounts with foreign banks in one tael currency, the recognized general standard of the place in which they do business. Here follow some of the principal local standards :

Peking (Kungfa) Tael.—555.7 grains 1000 fine. A money of account, it can not be tendered over the counter. The Chinese compradore will accept either the "market tael" or the "metropolitan tael" at the rate ruling for the day.

Tientsin Tael.—The generally recognized standard of Tientsin is the Hanping-Hwapo tael, weighed on the Hanping scale giving a tael 557.4 grains of silver of "Hwapo fine," 992 fine.

Canton Tael.—A tael of very uncertain elements. Owing to the impossibility of foreign merchants dealing in this currency the Hongkong dollar has been generally adopted in dealings with the Chinese.

Hankow Tael.—Hankow has the so-called "foreign-rule" tael : 554.7 grains, 967 fine.

Shanghai Tael.—The Shanghai tael is 565.65 grains of silver, 944 fine.

With a shoe of silver weighing anything between 49 and 55 taels it is impossible to make exact payments. There are no current fractions of a tael but it is a common practice to square up

differences by means of small pieces of silver generally of an oval shape weighing anything between one and ten taels. Smaller differences are made up in small coins or copper cash.

A very interesting paper upon Chinese currency will be found by the pen of Mr. G. Passieri, late financial adviser to The Bank of China, in Mr. Julean Arnold's *Commercial Handbook of China*, Vol. 2. p.158 et seq.

TIDE TABLE AT SHANGHAI

Days of the Moon.*	Flow Begins	Ebb Begins.
1, 2, 3, 16, 17, 18	9 to 10	3 to 4
4, 5, 19, 20	11 to 12	5 to 6
6, 7, 8, 21, 22, 23	1 to 2	7 to 8
9, 10, 24, 25	3 to 4	9 to 10
11, 12, 13, 26, 27, 28	5 to 6	11 to 12
14, 15, 29, 30... ..	7 to 8	1 to 2

*A lunar calendar will be found on page 101.

Launches and Tenders.—Passengers to ships anchored at Woosung or at the lower wharves should enquire the sailing time of the tenders either from the hotels or the shipping company concerned.

Consuls of the Treaty Powers at Shanghai According to Seniority

G. DE ROSSI, *Consul-General for Italy.*

E. S. CUNNINGHAM, *Consul-General for the United States of America.*

H. WILDEN, *Consul-General for France.*

N. AALL, *Consul-General for Norway.*

J. L. ISLER, *Consul-General for Switzerland.*

J. VAN HAUTE, *Consul-General for Belgium.*

F. THIEL, *Consul-General for Germany.*

S. BARTON, *Consul-General for Great Britain.*

J. LILLIEHOOK, *Consul-General for Sweden.*

S. YADA, *Consul-General for Japan*

W. A. A. M. DANIELS, *Acting Consul-General for the Netherlands.*

T. RAASCHOU, *Consul-General for Denmark.*

HUGO REISS, *Consul for Brazil*

ALFREDO CASANOVA, *Consul-General for Portugal.*

J. PALENCIA, *Consul for Spain.*

A. ARCE, *Consul for Chile.*

THE FOREIGN CONSULATES AT SHANGHAI

Consular Duties in a Treaty Port.—The duties of a Consul, or Consul-General, in a Treaty Port of China are quite different from those of a similar official in countries where extraterritoriality does not exist. In other lands a consul or consul-general is practically the trade representative of his nation, looking after the commercial interests, the trade possibilities and the shipping affairs of his nationals, rendering periodical reports to his government on the state of affairs generally in his district, and affixing his official visa to the passports of travellers proceeding to his country.

In China, where foreigners, subjects of the treaty nations, are not under the civil or criminal jurisdiction of the native Chinese authorities, the functions of a consul assume a very different aspect. He becomes as it were a magistrate "in partibus"; a representative of the sovereign powers of his nation, invested with authority to regulate in some degree the doings of his nationals, and, in some cases, to judge between them in civil actions and to punish them when they commit breaches of the law, either that of their own land or of the land in which they are resident.

The result of this state of affairs is that the consular service in China is a much more important and onerous service than in countries where the principle of extraterritoriality does not operate; and an appointment in China is therefore usually looked upon as a "plum" among consular assignments.

PASSPORTS AND VISAS.—Passports or Chinese visas are not required in order to enter Shanghai, but, if travelling elsewhere in the Far East, it is very necessary to secure a passport, or, if already in possession of one, to have it properly visaed at the consulate of the country concerned; that is, of the country, which, or whose dependency or colony, you intend to visit.

Fees and other information regarding passports and visas are given under the name of each consulate.

PASSPORTS IN THE INTERIOR.—Passports are not usually required when travelling by railway in China, but it is always well to carry one for identification purposes in case of trouble. The possession of a passport issued by a treaty nation is sometimes a protection which cannot be disregarded.

For travel in the Interior, away from the railways and in the farther provinces, it is wise to secure a Chinese Travel-pass or "huchao" (permit: a name applied to a large variety of documents in China). This paper can be obtained on application through a consulate from the Shanghai Bureau for Foreign Affairs, a Chinese government bureau which supervises matters between foreign authorities and Chinese officials. The office of the Bureau is situated in Chinese territory just outside the limits of the French Concession,

beyond the Siccawei creek, at the end of the Route Ghisi. Commissioner for Foreign Affairs: C. F. Hsu, Chief Secretary: S. K. Chen, First Secretary: N. T. Yang. Tel. West 713-4

CONSULAR REGISTRATION.—Registration of their names with their consular authorities by newcomers who intend to reside in Shanghai is necessary to ensure official recognition and protection. In some consulates registration is obligatory, in others voluntary. This step should be taken as soon after arrival as possible. Particulars and fees charged will be found under the name of each consulate.

CONSULATES

Consulates of The Treaty Powers at Shanghai, according to the seniority of the Consuls.

Consular seniority depends upon the length of local service of the Consul-General. The Italian Consul-General is at present the senior having succeeded the late Sir Everard Fraser, British Consul-General, on his death in 1922.

ITALY.—The Italian Consulate-General.—(Senior Consulate) 112 Bubbling Well Road. Consul-General and Senior Consul at Shanghai: Commander G. de' Rossi, and Consular Judge.

Mixed Court Assessor: Capt. Ferrajolo. Fees for passports (to own nationals): 25 gold liras. Fees for visas: gratis to own nationals; the principle of reciprocity is applied to the nationals of other countries. (i.e. the fee for a visa is the same as the fee charged by the country of the person applying for granting a visa to an Italian subject). Registration is obligatory, fee 25 gold liras. Passports or visas can be issued immediately if documents are in order. No recognition as a "protected person" is granted by the consulate to other than own nationals. No other nations are represented by the consulate. Phone: West 733. Teleg. address: "Italconsul, Shanghai." Office hours: 9.30 to 12.30 2.30 to 4.30. Saturdays: 9.30 to 12.30.

UNITED STATES.—The American Consulate-General.—19, Whangpoo Road, opposite the Astor House. Consul-General: Edwin S. Cunningham. Judge of the U. S. Court for China: Milton D. Purdy. Mixed Court Assessors: J. E. Jacobs, Howard Bucknell. Registration Officer: J. B. Sawyer. Fees for passports to own nationals: \$10 (U.S. currency). Fees for visas: \$10.00 (U.S. currency) with certain exceptions. Fee for registration: nil. Registration is voluntary. Time required to secure a passport: 24 hours if papers are in order. Time required to secure a visa: dependant upon circumstances. Fees charged are the same to all nationalities. There is no "protected persons" category recognized. The consulate also represents the interests of Cuba and of Panama. Phones: North 822, 823, 824, 825. Office hours: 9 to 4. Saturdays: 9 to 1. Teleg. Address: "Amcon, Shanghai."

FRANCE.—The Consulate-General of France.—No. 2, Rue du Consulat, French Concession. Consul-General: A. Wilden. Consular judge: R. Baurens. Three assessors for French Mixed Court. Registration Officer: R. Soulange-Teissier. Fee for passports to French citizens: Mex. \$10. Fees for visas: Mex. \$8.40. Fee for registration: Mex. \$3.40. Rate of exchange fixed by proclamation. Registration is voluntary, but unregistered citizens are penalized by payment of higher fees, etc. Time required to secure a passport or visa: half a day, if papers are in order. Fees charged are the same for all nationalities. "Protected persons": Persons claiming this status should apply personally at the consulate where each case will be judged on it

merits. Other nations represented: No answer returned by the consulate. In the matter of visas it should be specially noted that although the French government has agreed to the abolition of visas in the case of certain nationalities, in which cases no visas are required on the passports issued by such nations between Shanghai and Marseilles for entry to France proper, it is essential that visas should be obtained in every case when the traveller intends to go ashore at *any* French port en route, such ports not coming under the reciprocal arrangement with any nation. Phone: Central 933. Teleg. address: "Fransulat, Shanghai." Office hours: 10 to 12 and 2 to 4. Saturdays: 10 to 12.

NORWAY.—The Consulate-General of Norway.—S. Y. Sheng Building, 29, Szechuen Road. Consul-General and Consular Judge for China: Nicolai Aall. Vice-consul and Mixed Court Assessor: Th. Siqveland. Chinese Secretary: Nation Sun. Fees for passports to own nationals: M.\$7.50. Fees charged for visas: M.\$7.50. No fee for registration. Registration is voluntary. Time required to secure passport or visa: Immediate, if papers are in order. The fee of M.\$7.50 for a visa is the minimum fee.

Fees are reciprocal according to the charges made by other countries to Norwegian subjects. "Protected persons"; no such status. Other nations represented: no answer returned by consulate. Phone: Central 1335. Teleg. address: "Norwegian Consulate, Shanghai." Office hours: 10 to 12 and 2 to 4. Saturdays: 10 to 12.

SWITZERLAND.—The Swiss Consulate-General.—95, Bubbling Well Road. Consul-General and Consular Judge: Major J. L. Isler. Mixed Court Assessor and vice-consul in charge of Land Office and Commercial Affairs, F. Kaestli. Registration: apply to the chancery. Fees for passports to Swiss citizens: three months, Mex. \$4.00, one year, Mex. \$4.80, two years, Mex. \$9.60. Visas: Abolished for nationals of most countries. Fee for registration: Mex. \$2.00 for three years. Registration is obligatory. Passports or visas can be obtained immediately if papers are in order. The consulate also represents the interests of the principality of Lichtenstein and grants protection to its subjects. Phone: West 2509. Teleg. address: "Swiss Consulate, Shanghai." Office hours: 10 to 12 and 2 to 4. Saturdays: 10 to 2.

BELGIUM.—The Belgian Consulate-General.—101, Bubbling Well Road. Consul-General: J. van Haute. Vice-consul: J. P. d'Hondt. Phone: West 1207. This consulate is apparently only open in the mornings. No reply is given either to personal calls or phone messages at other times.

GERMANY.—The German Consulate-General.—9, Whangpoo Road, opposite the Astor House. Consul-General: Fritz Thiel. Consular judge and Mixed Court Assessor: None (the clauses relating to extraterritoriality having been abrogated in the treaty with Germany upon the conclusion of peace with China). Registration is voluntary and German citizens should apply to the chancery. Fees for passports to own nationals: Mex. \$12.00. Visa fees: Mex. \$10 to 15 according to the form of visa required. Registration fee: nil. Passports and visas can be issued immediately if papers are in order. Fees for visas are reciprocal, where other nationalities charge higher the fees are raised to correspond. No registration as a protected person is given. No other countries are represented. Phone: North 171. Teleg. address: "Consulgerma, Shanghai." Office hours: 9 to 12 and 2 to 5, except Sundays.

GREAT BRITAIN.—The British Consulate-General.—33, The Bund. Consul-General: Sidney Barton, C.M.G., Judges of H.B.M. Supreme Court: Sir Skinner Turner, Chief Judge. Peter Grain, Asst. Judge. Mixed Court Assessors: A. J. Martin, C. H. Whitmore, Commercial Secretary: H. J. Brett. Passport and Registration Officer: H. N. Steptoe. Fees charged for passports (to nationals only) Mex. \$4. Fees for visas from Mex. 0.40 to \$20. Fee for registration Mex. \$2.—Visa fees charged by the British authorities

may as a general rule be regarded as reciprocal to those charged by the consular authorities of other powers. It should be borne in mind that entry into certain British Dominions and Colonies is governed by immigration regulations drawn up by the governments of those Colonies and Dominions and that the grant of a British visa does not in itself constitute an unqualified right of entry thereto. Registration is compulsory for all British subjects intending to reside in Shanghai. Time required to secure a passport: *one week at least*. Time required to secure a visa: Immediately if papers are in order. "Protected Persons": Persons other than British subjects claiming British protection are advised to apply to the Passport Office where their claims will be considered. No other nations represented by the Consulate-General. Teleg. Address: "British Consulate, Shanghai." Phones: Central 45 (Private exchange to all departments.) Office hours: 10 to 12 and 2 to 4. Saturdays: 10 to 12.

SWEDEN.—The Consulate-General for Sweden.—75, Ave. Dubail, French Concession. Consul-General: J. O. de Lilliehook, and Consular judge. Mixed Court Assessor: O. C. Gad, (absent) Fee for passport (to own nationals only) 10 kronor. The rate of exchange is fixed at two Swedish crowns to the dollar Mexican. Fees for visas are reciprocal. In some cases the necessity of securing visas has been abolished by mutual agreement. In other cases the charges for visas range from 70 ore to 38 kronor, according to the type of visa required and to the nationality of the person applying. Registration is voluntary and no charge is made. Passports and visas can be issued immediately if documents are in order. No other nations are represented by the Consulate. Teleg. Address: "Svensk, Shanghai." Phone: West 987. Office hours mornings only, from 9.30 to 12.30.

JAPAN.—H. I. J. M.'s. Consulate-General.—Whangpoo and North Yangtze Roads. Consul-General: S. Yada. Consular judge: K. Kanazawa. Mixed Court Assessor: S. Simizu. Passport and visa officer: T. Joh. Fee for passports to own nationals: three yen. Fees for visas: three yen. No registration is required but Japanese subjects must present their papers to the consulate within three days of their arrival. Time required to secure a passport: two weeks. To secure a visa: Immediately. Fees charged are the same to all nationalities without exception. No protected persons other than Japanese subjects. No other nationalities are represented. Phones: North 51, 54. Teleg. address: "Japanese Consulate, Shanghai." Office hours: 9 to 12 and 2 to 4 except Sundays. Saturdays: 9 to 12.

NETHERLANDS.—The Consulate-General of the Netherlands.—41, Szechuen Road. Consul, acting Consul-General, and President of the Netherlands Consular Tribunal for mid-China: W. A. A. M. Daniels. Vice consul and Mixed Court Assessor: G. W. Boissevain. Registration officer: G. W. Boissevain. Junior Interpreter: J. van den Berg. Fees for passports to own nationals: 6.75 guilders (6 florins, 75 cents.) Rates of exchange is fixed by H.N.M.'s Legation in Peking quarterly. Fees for visas: Charges may be said to be reciprocal depending upon the fee charged by the country of the applicant. In some cases the need for visas has been abandoned by mutual agreement between the two states. Fees charged vary from 25 florins (U.S.) to 6 florins, (Poland). The usual fees four florins for Netherlands subjects and six florins for foreigners. Transit visas: 0.40 and 0.60 florins. No visas are required for nationals of the following countries: France, Switzerland, Luxemburg, Italy, Denmark, Norway, Iceland, Belgium, England, Spain, Sweden. Registration is obligatory within three months after arrival and within the first three months of every year. There is no fee required for registration. Passports and visas can be issued immediately if papers are in order. The consulate recognizes no such status as "protected person." Chinese born in the Netherlands Indies and registered within three months of their arrival at the consulate-general are considered to be Netherlands subjects

with full status and jurisdiction. The consulate also represents the interests of Hungary and of Turkey. Phone: Central 130. Teleg. address: "Hollandia, Shanghai." Office hours: 10 to 12 and 2 to 4. Saturdays: 10 to 12.

DENMARK.—The Consulate-General for Denmark.—1, Ave. Dubail, French Concession. Consul-General and Consular Judge for China: T. Raaschou. Vice-Consul and Mixed Court Assessor: H. Hergel. Teleg. Address: "Dannebrog, Shanghai." Phone: West 617. Office hours mornings only.

BRAZIL.—The Brazilian Consulate.—40, Connaught Road. Office: 4-5 Yuen-ming-yuen Road. Acting Consul: H. Reiss. Phone: 861. Office hours: 10 to 12 and 2.30 to 4.30 No reply having been received to the questionnaire sent to this consulate the foregoing can not be verified.

PORTUGAL.—The Portuguese Consulate-General.—6, Wei-hai-wei Road, near Race Course. Consul-General: Alfredo Casanova (absent); Acting Consul-General: F. R. de Carvalho. Chancellor: A. L. Madeira. This consulate appears to be open to the public only during the forenoon.

SPAIN.—The Spanish Consulate.—550 Ave Joffre, French Concession. Consul: J. Palencia. Chancellor and Mixed Court Assessor: V. Vizenzinovich. Phone: West 3309.

CHILI.—The Consulate of the Republic of Chili.—305, Glen Line Building, The Bund and Peking Road. Consul: Alejandro Arce-Suarez, also Consular Judge and Mixed Court Assessor. (At present the matter of extraterritorial rights for Chili is in dispute. The Mixed Court has recently taken jurisdiction in two cases involving Chilean citizens on the ground that the "most favoured nation" clause in Chili's treaty with China does not confer extraterritorial status, and leaving the settlement of the question to diplomatic negotiations). Passport fees: Gold \$2.00 visa fees: Gold \$1.00. Registration is voluntary. No fee charged. Passports and visas can be issued immediately if papers are in order. Phone: Central 6025. Teleg. address: "Arcosan, Shanghai." Office hours: 9 to 12 and 2 to 5. Saturday: 9 to 12.

NON-TREATY-POWER REPRESENTATIVES

CZECHO-SLOVAKIA.—The Delegate of the Czecho-slovak Government at Shanghai. (No Treaty Power rights). 114 Bubbling Well Road. Delegate: J. Hnizda, Passport and registration officer: K. Malinovsky. Fee for passport (to own nationals only) M. \$15.—Fees for visas are reciprocal according to those charged by the country of the applicant. Registration is voluntary. Fee M. \$2.—Visas and passports can be granted immediately if papers are in order. No "protected persons." No other nations represented. Teleg. address: "Zamini, Shanghai." Phone: West 3804. Office Hours: 9 to 12 and 2 to 5. Saturday: 9 to 12.

RUSSIA.—The Bureau for Russian Affairs.—As the Chinese Government has not yet followed the example of Great Britain, (Feb. 2nd 1924) and recognized the Soviet regime in Russia, the affairs of the former Imperial Consulate-General are administered under Chinese supervision by The Bureau for Russian Affairs, occupying the former Consulate building on Whangpoo Road. C. F. Hsü, Commissioner for Russian Affairs, Th. V. Grosse, Deputy Commissioner (former Consul-General) N. A. Ivanow, Secretary and Senior Consul's Assessor in the Mixed Court.

SOVIET RUSSIA.—Unrecognized Agent: R. J. Elleder, 14, Kiukiang Road. It is a long and tedious process to secure a passport for Russia and beset with many difficulties. The new regime in Russia seems to have a positive genius for centralization and on the grounds of such newly

discovered crimes as "economic espionage" place all obstacles possible in the path of travellers. After the filling in of long and intimate questionnaires all passports must go to Moscow for endorsement before permission to travel in the country is granted. This may take from two to six months time.

DOMINION TRADE COMMISSIONER

CANADA. Canadian Government Trade Commissioner.—White-away-Laidlaw Building, Szechuen Road at Nanking Road. Dr. J. W. Ross, Commissioner, Teleg. Address: "Cancoma, Shanghai." Telephone: Central 1137.

HOTELS.—Shanghai is well provided with first class hotels. The principal hotels, the Astor, the Palace, the Kalee and the magnificent new Majestic, are all owned by the Hongkong and Shanghai Hotels Company which also owns the Hongkong, Peak and Repulse Bay hotels at Hongkong, the Peninsula hotel at Kowloon and the Shameen hotel (under construction) at Canton and operates in association with the famous Grand Hotel des Waggons-lits, at Peking.

The Astor is Shanghai's foremost and most famous hostelry. Its foyer has frequently been used by novelists as the scene of thrilling plots and situations. Here, surrounded by every luxury of Asia, Europe and America, and some which are no longer available in the latter, the visitor will find travellers from every land and from all the seven seas. It is one of "the most cosmopolitan spots in the world.

Note: Most hotels are American plan. European plan rates on request. Rates quoted below are by the day, long term rates by arrangement.

HOTELS AND TARIFFS.

The Astor House Hotel.—Corner of Broadway and Whangpoo and Astor Roads, immediately beyond the Garden Bridge. American plan. Rates: Single, M.\$12 up; Double, M.\$20. All rooms with private bathrooms. Excellent grill and ball-rooms. Tea dansants daily in the season. Dinner dances daily, except Sundays. Phone: North 200, private exchange to all rooms. Telegraphic and cable address: "Astor, Shanghai." Reservations may be made for other hotels owned or operated by the Company at Hongkong and Peking. Distance from Customs jetty, one-quarter mile; ricksha fare, ten cents.

The Palace Hotel.—Corner of Nanking Road and the Bund. American plan. Rates: Single, M.\$12 up; Double, M.\$18 up. All rooms with private bathrooms. Phone: Central 39. Telegraphic and cable address: "Palace, Shanghai." Reservations for Hongkong and Peking may be made. Distance from Customs jetty, 300 yards; ricksha fare, ten cents.

The Kalee Hotel.—Corner of Kiukiang and Kiangse Roads, opposite Holy Trinity (C. of E.) Cathedral. American plan. Rates: Single, M.\$9 up; Double, M.\$14 up. All rooms with private bathroom. Phone: Central 666. Tel. and cable address: "Kalee, Shanghai." Distance from Customs jetty, one-eighth mile; ricksha fare, ten cents.

Majestic Hotel.—To be completed in 1924. Bubbling Well Road.

This is Shanghai's newest and most luxurious Residential Hotel. It occupies the grounds of what was formerly the most sumptuous private residence in Shanghai. The new ball-room, when completed, will be the finest in the Far East.

American plan. All rooms with private bathrooms and private staff of servants. Tea dansants and dinner dances daily, except Sundays during the season. Phone: West 652. Tel. and cable address: "Majestic, Shanghai." Distance from Customs jetty, two miles; ricksha fare, forty cents; motor fare, M.\$1.50 or M.\$2.00 (according to size of car); tram fare, twelve cents.

The Burlington Hotel.—173, Bubbling Well Road. American plan. Rates: Single, M.\$7 up; Double, M.\$10. Manager: R. W. McCabe. Phone: West 603-604. Distance from Customs jetty, two miles; ricksha fare, forty cents; motor fare, M.\$1.50 or M.\$2.00 (according to size of car).

Hotel Parisien.—Corner Rue du Consulat and Rue Montauban, French Concession. American plan. Manager: D. Moore. Phone: Central 1824. Dances nightly in ball-room. Distance from Customs jetty, one-quarter mile; ricksha fare, ten cents.

Bickerton's Private Hotel.—Bubbling Well Road, opposite Race Course. No information as to rates. Manageress: A. E. Black. Phone: West 1271; 1267. Distance from Customs jetty, one mile; ricksha fare, twenty cents; motor fare, M.\$1.50 or M.\$2.00 (according to size of car); tram fare, six cents.

The Savoy Hotel.—21, Broadway. American plan. Rates: Single, M.\$5 up; Double, M.\$10 up. Manager: A. Popovitch. Phone: North 2510. Telegraphic address: "Savoy, Shanghai." Distance from Customs jetty, one half mile; ricksha fare, twenty cents.

Hotels under Chinese Management.

Great Eastern Hotel ("Wing On's Hotel").—Operated by the Wing On Company, departmental store. Nanking Road, near the Race Course. European and Chinese plans. Rates on application. Rooms in both foreign and Chinese styles with bath. Foreign and Chinese cuisines. Private dining rooms. Phone: Central 5022. Distance from Customs jetty, three-quarters mile; ricksha fare, twenty cents.

The Oriental Hotel ("Sincere's Hotel").—Operated by the Sincere Co., departmental store. Nanking Road, near the Race Course. European and Chinese plans. Rates on application. Rooms in both foreign and Chinese styles with bath. Foreign and Chinese cuisines. Private dining rooms. Phone: Central 970. Distance from Customs jetty, three-quarters mile; ricksha fare, twenty cents.

Hotel Guest Lists.—A list of guests registered at the principal hotels is published periodically in the *North-China Daily News*.

BOARDING-HOUSES AND "PENSIONS."—Shanghai has many boarding-houses and "maisons de pension" situated in all parts of the Settlement and in the French Concession. In a city where a large proportion of the foreign population consists of unmarried juniors in business houses this comes about of necessity. Many young men, however, club together and form a "mess," renting and furnishing their own house and superintending the work of a corps of servants. These messes are frequently very well managed, very comfortable and quite reasonable in cost.

The visitor who prefers to live in a boarding establishment is recommended to see the many advertisements in the daily papers, to inspect the quarters personally and then to make careful inquiry from independent sources into the standing and comfort of any given house before deciding. In every case it is better to move slowly and with caution, as life in a poorly conducted establishment, or in one with an indifferent cuisine, is calculated quickly to ruin the digestion, and with it the temper, of the unhappy inhabitant. Many boarding establishments have a reputation for very great comfort and sociability, but, unfortunately, these usually have a "waiting list."

Rates, of course, vary widely according to the class of service offered, but the general run of charges is from one hundred and ten to one hundred and fifty Mexican dollars per month. Dollars, not tael, please note. This is for one person and includes food, lodging, light and attendance; everything, in fact, except coals during the winter months and the rent of an electric fan in the hot weather. It is an excellent precaution, however, to specify "no extras" when striking a bargain.

Some few houses cater specially to weekly and transient guests. Their rates run from M. \$5 to 7 per day.

CUMSHAWS AND TIPS.—It is said that in China no money, however small the amount, ever changes hands without a portion sticking to the palm of some visible or invisible intermediary. This is "cumshaw"; anglice commission. If you, at your hotel, send out or telephone for a tailor or a "sew-sew amah" or the manicurist, or for a curio or lace merchant, and if any money passes between you as a result of the visit, a percentage of the money paid will eventually find its way to the money-pouch in your room-boy's belt, however inactive he may have been in procuring or bringing about the transaction. A further percentage will probably go to the "down-stairs-number-one"—the head boy in the lobby. This is the invariable rule, the inexorable "Olo Cutsom." It is probable also that your boy will come to learn of the shops which you may visit during your stay and presently he will be there demanding his "cumshaw"—and he'll get it.

This is "cumshaw" properly speaking, recognized and legalized by immemorial usage. Old Custom, China's strongest man. It works no hardship upon the master and the servant looks to it as his rightful perquisite. And your boy, while he may "squeeze" you, or the tradesmen with whom you deal, within reason, will usually see to it that nobody else squeezes you—so it works out fairly on the roundabout.

Cumshaw has also acquired a secondary meaning, that which we associate with the word "tip." Tips are almost universal in China, (even the ricksha coolie, eating his bowls of rice in a chow shop will

tip a couple of cash,) but as the tips are in the great majority of cases quite small sums, and are usually paid in the lump sum at the end of the month or at the end of the visitors stay, the custom is not irksome.

At hotels the following scale will be found fair. Room-boy, per week one dollar. Dining-room boy, per week one dollar. The coolie who sweeps and cleans your boots will be quite content with a twenty-cent piece once in a while. The above is for boys who attend you constantly. When one is taking an occasional meal in a restaurant or cafe ten or twenty cents is the usual tip. For other occasional services, no matter where rendered, ten cents is ample.

Do not over tip. It has been proved time and again that good service is not the result of lavish cumshawing. Indeed it would seem that the practice of throwing money about "regardless" breeds a feeling akin to contempt in the mind of the average Chinese servant. And the feeling of contempt—or of self-satisfaction, however foundationless it may seem to us, is never very far below the surface of the average Chinese when he regards the foreigner and his works. The "Chinese mind" is one of Nature's mysteries.

PUBLIC CONVEYANCES

MOTOR CARS.—Shanghai has no taxis, properly so called, but has a very large number of hire cars at the service of the visitor. Most of the hotels have a permanent arrangement with one or other of the public garages for the supply of cars required by visitors. Thus a guest ordering the boy to "call a car" will invariably get one from the garage favoured by the hotel. If for any reason the visitor becomes dissatisfied with the service rendered by cars so ordered, his best remedy is to acquaint himself with the names and phone numbers of other garages, some of which are situated in the immediate neighborhood of the hotels, and to order a car himself by phone or to go direct to the garage. The foregoing does not mean that visitors will of necessity be dissatisfied with cars ordered through the hotels, but is given for information.

Tariffs : The usual rates for hire cars are :

Large cars, (seven passengers) M.\$6.00 per hour
Minimum charge \$2.

Small cars, (five passengers) M.\$4.00 per hour
Minimum charge \$1.50.

"Waiting time," i.e., time that the car is held not running, is usually charged at half-rates. Chauffeurs cumshaw, or tip, 20 to 60 cents (or more, according to time detained).

LIST OF GARAGES WITH CAR HIRE SERVICE

Name		Address	Phone
Asiatic Motors, ...	27	Avenue Edward VII	N. E. 1
Auto Palace ...	362	Avenue Joffre ...	W. 465
Central Garage ...	9	Hongkong Road ...	C. 3809
Dah Tung Garage ...	17	Chapoo Road ...	N. 1170
Eastern Garage ...	4	Soochow Road ...	C. 1159
Fei Lung Garage ...	F. 1789	Bubbling Well Road	W. 933
	696	Avenue Edward VII	C. 4133
Ford Hire Service ...	77	Route Vallon and	
	18	Jinkee Road	W. 189
Grand Garage Francais ...	310	Avenue Joffre ...	W. 2291
Great Northern Garage...	14	Astor Road ...	N. E. 1
Haining Garage ...	40	Haining Road ...	N. 3436
Horse Bazaar (cash) ...	36	Bubbling Well Road	W. 1641
Johnson's Garage ...	C. 974	Woosung Road ...	N. 251
Kiangwan Garage ...	18	North Szechuen Road	N. 2660
Kudo Garage ...	83	Boone Road ...	N. 2579
Lee Lee Garage ...	3A	Yates Road ...	W. 2470
Ling Kee Garage ...	739	Chekiang Road ...	C. 4580
May Wah Garage ...	379	North Szechuen Road	N. 940
Morimura Garage ...	96	Fearon Road ...	N. 2938
Nanyang Garage ...	55	Avenue Edward VII	C. 7528
Park Garage ...	198	North Szechuen Road	N. 3450
Sinza Garage ...	32	Medhurst Road ...	W. 1612
Star Garage ...	125	Bubbling Well Road	W. 197
Station Garage ...	183	Boundary Road ...	N. 2200
Taylor Garage ...	845	Avenue Edward VII and	W. 3499
	1-2	Astor Road ...	N. 948
Universal Hire Service ...	43	Avenue Edward VII	C. 2240
Wayside Garage ...	47	Wayside Road ...	E. 347
Wood Garage ...	407	Avenue Edward VII	C. 202

TRUCK SERVICES.

Aronovsky, D. G. M. ...	7	Ezra Road ...	C. 1864
China Garage Co. ...	9	Hongkong Road ...	C. 2403
Com'cial Express & Storage Co.	8B	Yuen-Ming-Yuen Road ...	C. 347
Marshall & Co., Ltd., G. N. ...	21	Peking Road ...	C. 2027

RICKSHA TARIFFS.—For short journeys the customary means of travel in Shanghai is by ricksha. There are several thousand of these useful vehicles in the Settlement and they may be hailed at any corner.

The scale of charges authorized by the Municipal Council is as follows : By Time : One hour or nearly, 50 cents. Each subsequent hour, 40 cents. By Distance : Each mile or less, 10 cents. Each subsequent half-mile or less, 10 cents. Minimum fare, 10 cents.

After midnight or in very bad weather the scale should be increased by half.

A word of advice. Newcomers to the East nearly always over-pay the ricksha-runners. Those who have previously used similar

vehicles in Japan frequently find it difficult to rid their minds of the Japanese scale of tariffs, which renders the use of a ricksha in that country almost a luxury.

Do not overpay your coolie. He will not appreciate it, but will put it down to some form of feeble-mindedness on your part. Give him his exact fare plus four or five coppers "cumshaw." The psychology of the coolie is peculiar. He can immediately spot the newcomer or "griffin," and if he is paid more than his due he believes that he has unexpectedly happened on a gold-mine and will immediately set up a hullabaloo—a "walla-walla" in local parlance—demanding more money from "masta." Note this well: the amount of noise set up is in direct ratio to the amount which you have overpaid him. The more overpayment, the more outcry. If, by chance, you should happen to underpay a coolie he will not make nearly so much fuss about it, but will usually whine plaintively. It is well to remember that *all* foreigners *always* pay about double the rates which the Chinese pay for the same service. The Chinese invariably bargain with the coolie before entering the ricksha.

Look well at the coin which you give him, making sure that it is not counterfeit. The coolie is often an adept at palming and substituting a fraudulent coin for the genuine. Do not expect change from a coolie, if you have not got the right coin make him stop at one of the numerous exchange shops.

Do not expect a coolie to know where any shop, building or street is. He is as impersonal as the engine of a motor-car. If in a hotel get the hall boy to tell the coolie where you wish to go; if in a shop ask the salesman to direct your runner back to your hotel, or wherever you wish to proceed. If on a street, and at a loss, ask any foreigner to direct you, or any foreign policeman. The Chinese or Sikh police are not usually of much assistance in these matters.

Never attempt to get a coolie to understand you. The average coolie is stupid with the stupidity of the ox; with but one desire—to please. He will therefore repeat in parrot-like reiteration "Yes, masta, my savvy!" and will then proceed in exactly the opposite direction with great speed. Direct your coolie to turn corners by tapping sharply on the mud-guard on the side in which you wish him to turn. To stop him say "Man-man!" and point to the spot where you wish to alight. It is often wise to make a note of the registered number of the vehicle, which will be found on the left-hand mudguard.

TRAMWAY COMPANIES

The Shanghai Electrical Construction Co., Ltd. Traction House, 7 and 8, Soochow Road.

Compagnie Francaise de Tramways et d'Eclairage Electriques de Shanghai, 227, Avenue Dubail.

The Chinese Tramways Company.

Trams and Tram-fares.—Shanghai's tram system is much criticized. The chief causes for complaint are overcrowding and shortage of rolling-stock. With the former condition the company pleads it is unable to cope, saying that it is a matter for the civic authorities to control. An interesting appeal is now pending in the British Supreme Court which will decide much in this regard. As to rolling-stock the company states that vehicles are being turned out as rapidly as possible. Without doubt the tramways company has a difficult set of conditions in Shanghai which are very different from those in any other city, but a less "happy-go-lucky" community than Shanghai, or one where the nimble ricksha was not so much in evidence, would probably have less tolerance for things as they are.

The fares are regulated by sections: for a short journey 4 coppers, increasing to 6 copper, 9 coppers; with a maximum fare, in the International Settlement, of 12 coppers. In the French Concession the maximum fare (to Siccawei) is 24 coppers. There is also a short native line in the Chinese city. Do not tender silver on the tram-cars as the company's rule is to give only 100 coppers to the dollar, and as the exchange shops may be paying from 150 to 175 to the dollar, you will of course be paying practically a double fare.

The trams cease operation at midnight and recommence about 5 a.m.

Note: There are two classes, 1st and 3rd. The fares quoted above are for first class as foreigners do not usually care to travel third.

International Settlement

Routes.—Tram routes in the International Settlement are as follows:

Route No. 1: Bubbling Well to Hongkew Park, via Nanking Road, The Bund, Garden Bridge, North Szechuen Road.

Route No. 2: Carter Road to Marché de l'Est, via Nanking Road and The Bund.

Route No. 3: Markham Road to Chekiang Road (south end), via Sinza, Chekiang and Hupeh Roads.

Route No. 4 (No route).

Route No. 5: Shanghai-North Railway Station to West Gate (Pont Ste. Catherine), via North Chekiang, Chekiang and Hupeh Roads.

Route No. 6: Circle (Outer and Inner) Outer: Railway Station (north) via Range Road, Woosung Road, Garden Bridge, Bund, Canton Road, Hupeh Road, Chekiang and North Chekiang Roads. Inner: Reverse the above.

Route No. 7: Muirhead Road to Railway Station (Shanghai North), via Seward Road, Garden Bridge, Bund, Nanking Road, Chekiang and North Chekiang Roads.

Route No. 8: Yangtszepoo to Marché de l'Est, via Yangtszepoo Road, Broadway, Garden Bridge, Bund. Return via Seward Road instead of Broadway.

Route No. 9: Yangtszepoo (San Sing Mill) to Marché de l'Est. Same as No. 8, except that it stops about a mile short at the Yangtszepoo end.

Route No. 10 (No route).

Route No. 11 (Special car for rush hours). Bund, south end, to Hongkew Park.

Routes No. 12 and 13 (No routes).

Route No. 14 (Rail-less trolley). Honan Road to Fokien Road, south end, via Peking and Fokien Roads.

Route No. 15 (No route).

Route No. 16: Honan Road to Thibet Road, via Peking Road.

The French Tramways.

Route No. 1 (No route).

Route No. 2: Marché de l'Est to Zi-ka-wei (Siccawei), via Rue du Consulat and Avenue Joffre.

Route No. 3 (No route).

Route No. 4: Marché de l'Est to Route Sai Zoong, via Rue du Consulat and Avenue Joffre.

Route No. 5 (Same as International Route No. 5): Shanghai North Railway to Porte de l'Ouest (Pont Ste. Catherine), via North Chekiang, Chekiang Roads, Rue Hué and Boulevard des deux Républiques.

Route No. 6: Marché de l'Est to Pont Ste. Catherine (alternate Cars to Lu-ka-wei), via Rue du Consulat and West Gate (Porte de l'Ouest).

Route No. 7: East Gate to West Gate, via Boulevard des deux Républiques.

Route No. 8 (Same as International Route No. 8).

Route No. 9 (Same as International Route No. 9).

Route No. 10: Marché de l'Est to Lu-ka-wei, via French Bund, Rue du Consulat, Avenue Joffre and Avenue Dubail.

Fares.—The unit fare in the French Concession is 4 coppers increasing to 6, 8, 12, 16, 20 and 24 coppers (maximum).

Chinese Tramways

The Chinese Trams are not numbered. The name of the destination is shown in English and Chinese on the front of the cars.

Routes.

(a) Porte de l'Ouest to Kiangnan Arensal, via Chinese (Nantao) Bund, and South Gate.

(b) East Gate to West Gate, via Chung Wha Boulevard.

(c) West Gate (Porte de l'Ouest) to Kiangnan Arsenal, via Chung Wha Boulevard.

Fares.—Coppers 4, 6, 9, 12 (maximum).

Sampans.—Sampans are the small native hooded boats, sometimes with goggling "eyes" painted on the bow, which will be seen in such numbers on the Whangpoo. These are very convenient for those wishing to cross to Pootung on the right (Eastern) bank of the river, or to go aboard ships lying in the stream. The boats, although frail looking, are actually very strong and seaworthy. The usual payment to the boatman is 10 or 20 cents according to distance. Capacity four persons.

SHANGHAI TELEPHONES.—In making phone calls in Shanghai the visitor is recommended not to attempt to get the connection for himself but to tell the phone boy to "get Mr. So-and-so at such-and-such a number on the telephone," and to take the receiver as soon as the called party responds. This system is best, not because the operators do not understand English, but because telephones in Shanghai are invariably answered by office boys and servants who usually go through an elaborate ritual of useless questions, consisting of innumerable "sun-e-ga" 's and "weh-why" 's before attempting to get the person for whom the call is intended to come to the phone.

This can be very irritating, and in the East, where the secret of a long life is to lose patience as seldom as possible, the most satisfactory method is to let somebody else do the preliminary calling for you.

There is a very complete system of telephones (of Swedish type) throughout the International Settlement and the French Concession, but no long distance lines have yet been opened.

Wireless in Shanghai.—The question of wireless in China is one of the many which involve the constantly recurring arguments about "Sovereign Rights." At the present time the Chinese government is very obstinately refusing permission for extension of wireless throughout the country and has even placed wireless and radio equipment and machinery in the list of prohibited "munitions of war."

According to recent statements by foreign authorities at Peking regulations are now being drawn up by a special committee which will permit the importation of amateur radio equipment and will permit broadcasting from low-powered telephone stations.

The number of private sending and receiving stations in the Settlement is not accurately known. The following public stations operate in Shanghai and the district. "F.F.Z." The Kowkaza

(French Wireless) Station. Under French military control in the French Concession. "X.S.H." Chinese Telegraph Administration in the Settlement. "X.S.G." Chinese Government Station at Woosung. "X.S.U." Tsungming Island Station in the Yangtze off the mouth of the Whangpoo. Nanyang College private station (Call not known.)

There is one broadcasting station in the Settlement operating "E.C.O." the station of the Electric Equipment Company, 50, Nanking Road. This station broadcasts programmes every week-day except Thursday, at six in the evening. Thursdays at 9 and Sundays at 5 : The Sunday programme is by the Shanghai Municipal Orchestra from its concert at the Old Town Hall.

AROUND THE TOWN

SHANGHAI AMUSEMENTS.—Theatres.—Shanghai has only one house devoted to "the legitimate." This is the *Lyceum* on Museum Road. The Lyceum is a public trust administered by the *Amateur Dramatic Club*, upon which alone Shanghai depended for dramatic entertainment for many years. The Club puts on several plays annually, usually of unquestioned merit, but as all amateur theatrical organizations are notoriously "touchy" as to criticism, and as at least one of the local newspapers is quite candid in expressing its approval or otherwise of the merits of the play and of the actors, it usually follows that the town gets several weeks amusement from the wordy warfare conducted in the correspondence columns of the newspaper in question by the critic and the criticized after each presentation.

The remoteness of Shanghai from the theatrical centres of the world seems to be lessening each year and a constantly increasing number of excellent companies are now making the Far Eastern tour. **The "Movies."** The principal theatres devoted to films in Shanghai are the Carlton Theatre, 50 Bubbling Well Road, the Olympic, 127, Bubbling Well Road, and the Isis, the Apollo and the Victoria, all situated close together in North Szechuen Road, in Hongkew.

Cabarets.—Marcosson, the American writer in the Saturday Evening Post, places Shanghai first among the world's cities for the gaiety of its night life, the amount of wine consumed and "the speed at which it travels" (whither deponent saith not). Shanghai indeed has plenty of entertainment for those that love the art *tersichorean*. Among the many restaurants, cabarets and "places where they dance" the best known are the *Carlton*, on Bubbling Well Road, opposite the Race Course, The *Wintergarden*, on Ningpo Road, "Shanghai's downtown rendezvous." The *Del Monte* on

Avenue Haig and *Mumm's* on Rue du Consulat, near the Rue Montauban, in the French Concession. (See map at end of the *Guide*) Balls and tea-dances are often given at the various hotels. In the International Concession the closing time is 1 a.m. except when special permission is given to remain open until three. At Christmas, New Year, and on Armistice Day and other special occasions the doors remain open all night. Hotel bars close at midnight or at 1 a.m.

Chinese Restaurants—Among the Chinese Shanghai is said to occupy the position that Paris is supposed to occupy in the West. It is the city of lights and gaiety, of theatres and famous restaurants. The visitor who wishes to sample "Chinese chow" is advised to make the arrangements for his party through the management of the hotel or through one of the travel agencies. Some Chinese restaurants specialize in the foods peculiar to certain provinces or districts, and some of it is very delicious, although perhaps strange looking to the unaccustomed eye. Most of the best Chinese restaurants are in Foochow, Hankow and Kiukiang Roads. Prices are very moderate as a rule, although those who demand such delicacies as sharks' fins must pay in proportion.

Japanese "Sukiyaki".—Japanese restaurants, of which there are a great number in the Boone Road district of Hongkew, are very attractive places in their scrupulous neatness. As a general thing Westerners do not greatly relish Japanese food. The great exception to this rule is sukiyaki (or "skiyaki" as it is often pronounced.) This delicious dish is a mysterious combination of meats and vegetables of many varieties with added sauces and is prepared by the deft-handed Japanese waitresses on a brazier in the presence of the guests. As in all Japanese houses boots are discarded at the door and the guests sit on the mats with very low tables before them. One of the best-known sukiyaki houses is *Matsuba's* at 159 Woosung Road. The phone is North 495.

National Restaurants.—The visitor who is weary of ship's food and requires a radical change can not do better than pay a visit to *Cerutti's* Italian Restaurant in Range Road. It is somewhat difficult to find. The best way is to go by motor as most of the chauffeurs know the address. For the traveller with a robust appetite and a relish for the good things of life Herr Richard Neumann in Boone Road is best fitted to prescribe. "*Neumann's*," which is situated above the butchery of the proprietor, is locally famous for "kartoffel salad" and many wonderful varieties of "wurst," added to which the genial Richard has a very shrewd taste in the wines of the Rhine and Münchener. Three minutes by ricksha from the Astor House, opposite the Hongkew Market.

Teashops.—The word "teashop" is of frequent occurrence in newspaper reports in Shanghai. To the newcomer this word

has a pleasant, cozy, homey sound and he perhaps wonders how so many unpleasant happenings can be traced to a "meeting in a teashop." This of course refers to Chinese teashops which are public meeting places and are not at all the sort that would appeal to foreign tastes.

For afternoon refreshment (of the milder sort) the best-known downtown foreign places are *The Chocolate Shop*, *Bianchi's* and *The Yellow Jacket*, on Nanking Road.

Chinese Theatres.—Shanghai is the second greatest theatrical centre in China, Peking being the first. Very few foreigners ever acquire a real understanding of, or appreciation for, the Chinese stage, but the Chinese themselves are ardent devotees of the drama. The art in China is in some ways comparable with the state of the English stage in Shakespear's time, the stage arrangements, the seating, the lack of scenery being especially close in resemblance. The pantomime, mimicry and many of the stage conventions are essentially Chinese. Of the present actors on the Chinese stage the one best known to foreigners and the particular idol of the Chinese play-goer is Mei Lan-fang. Mei is considered to be the greatest player of womens' parts in the country. In China until the last ten or twelve years women never acted upon the stage, female parts being always taken by impersonators. Even now it is rare to find actresses in "serious" roles. Mei is planning soon to visit Europe and America. He usually plays in Shanghai two or three times yearly and visitors who have the opportunity should not miss seeing him as his impersonations are extraordinarily clever. It is not true that Chinese theatrical performances are interminable pantomimes continuing for days. Rather they usually consist of a number of short tragedies, comedies or historical pieces, following each other without intermission. To the foreigner the most unlovely thing about the Chinese play is the "music." The constant and seemingly reasonless hammering of gongs and cymbals and screeching of flutes and pipes is nerve-racking. The foreigner is not so much at a disadvantage as regards the language as might be thought as it is said that three-quarters of the Chinese themselves who attend the play are unable to understand what is being spoken, on account of (1) the differences in dialect, (2) the din of the orchestra, (3) the high falsetto used by the players, and (4) the poor acoustics. The Chinese, however, have the advantage of knowing "the book" before the performance, and the stage conventions, which are meaningless to the Westerner, are quite commonplace to them. The visitor should by no means leave the city without seeing a Chinese theatrical performance.

The seven largest theatres in Shanghai are the following:

T'ien Ch'an Wu T'ai (天蟾舞臺) Near Wing On's Store.

Tan Kwei Ti I T'ai (丹桂第一臺) Foochow Road.

Ta Wu T'ai (大舞臺) Hankow Road.
 I Wu T'ai (亦舞臺) Yunnan Road.
 Hsin Wu T'ai (新舞臺) Native City.
 Ch'un Hua Wu T'ai (春華舞臺) Chapei.
 Kung Wu Tai (共和臺) French Concession.

The first of these seven is the enormous building beside Wing On's, which everybody at that busy crossing can hardly help noticing, distinguishable by the large cigarette advertisement looking down towards Nanking Road.

Races.—The Shanghai Race Club, Bubbling Well Road. Two meets annually, Spring and Autumn and Extra Meetings from time to time. See "Race Fixtures, 1924." The course is just under one and a quarter miles. The International Race Club, Kiangwan, five miles out, north of the Settlement. Course $1\frac{1}{2}$ miles. Shanghai races are confined to "China ponies." During the Spring and Autumn meets all Shanghai goes "off to the races" and business is suspended for three days. The great events of the racing year are "*the Champions*" generally in the first week of May and the second week of November. The winner of the *Champions sweep* is in a position to retire to luxurious ease for the rest of his life. 50,000 tickets are issued. The capital winner in 1923 took away the sum of \$224,000.00 The second and third prizes were \$64,000 and \$32,000 respectively and \$80,000 was divided among the 25 ponies which qualified. The above was for the "A" sweep. The "B" sweep is usually smaller but offers very fine prizes. Individual tickets sell for ten dollars and every man and woman in Shanghai has a ticket or a part interest in a ticket. It is said that on occasion the big prize has been won by syndicates of coolies. The Chinese are inveterate gamblers and as they have a very proper faith in the uprightness of racing in Shanghai, they venture their money unstintedly.

Shanghai Race Fixtures, 1924.

January	1,	Tuesday	... Shanghai Race Club New Year.
February	6,	Wednesday	... Internat. R. Club 14th New Year (Chinese)
"	7,	Thursday	... " " " " "
"	8,	Friday	... " " " " "
"	9,	Saturday	... " " " " "
March	1,	"	... Shanghai Paper Hunt Club.
"	15,	"	... Internat. R. C. 105th.
"	22,	"	... Shai. R. C. 1st Extra.
April	5,	"	... " " 2nd "
"	12,	"	... " " 3rd "
"	19,	"	... Internat. R. C. 106th (Easter.)
"	21,	Monday	... " " " " "
May	3,	Saturday	... " " 107th.
"	5,	Monday	... Shai. R. C. Spring Meeting.
"	6,	Tuesday	... " " " " "
"	7,	Wednesday	... " " " " "
"	10,	Saturday	... " " " " "
"	31,	"	... Internat. R. C. 108th.
June	6,	Friday	... " " 109th.
"	7,	Saturday	... " " (Kiangwan Derby.)
"	9,	Monday	... " " " " "
"	28,	Saturday	... " " 110th.

September	13,	Saturday	Internat. R. C. 111th. (Mid-autumn.)
"	20,	"	" " 112th.
"	27,	"	Shai. R. C. 4th Extra.
October	4,	"	" " 5th
"	10,	Friday	Internat. R. C. 113th.
"	11,	Saturday	" " " (Kiangwan St. Leger)
November	3,	Monday	Shai. R. C. Autumn Meeting.
"	4,	Tuesday	" " " "
"	5,	Wednesday	" " " "
"	8,	Saturday	" " " "
"	15,	"	Internat. R. C. 114th.



The Central District (Original British Concession) and Eastern part of French Concession.

153: British Consulate-General. 154: Union Church. 156: Masonic Club. 106: Royal Asiatic Society Library and Museum (Farther down same street) Lyceum Theatre. 173: E-wo Hong. 116: Palace Hotel. 118: North-China Daily News Building. 75: Wintergarden Cafe. 110: American Club. 192: American Express Co. 120: Hongkong and Shanghai Bank. 122: Shanghai Club. 123: Allied War Memorial. 125: St. Joseph's (R.C.) Church. 178: Mum's Cafe. 112: Kalee Hotel. 111: Holy Trinity (C. of E.) Cathedral. Thos. Cook's offices are situated immediately opposite the d in the word "Bund."

A COUPLE OF RICKSHAW TRIPS AROUND SHANGHAI.

No. 1: The Central District. Time Two Hours.

In order to have a central and easily remembered starting point for the following itineraries we will start in each case from the *Palace Hotel* corner of *The Bund* and *Nanking Road*. Turn west up the *Nanking Road*. The Chinese call this street the *Dah Ma Loo*, Great Horse Street, (i.e. the principal thoroughfare for animals or wheeled vehicles—the usual run of streets in Chinese towns being too narrow to permit these.) “Keep to the left” is the rule in Shanghai.

Starting west we pass first several curio shops on the left hand side, then the section of the foreign departmental stores is reached, Messrs. Lane-Crawford's fine premises being the first of these. In this section most of the foreigners requirements in the matter of clothing and outfitting can be attended to. A number of excellent lace and embroidery shops are also to be found here. Foreign tea-shops and confectionery stores follow. This section extends for three long blocks. Passing *Honan Road* notice on the right a very shabby-looking old building with a strange air of reserve and secrecy about it, No. 49. This is one of the oldest foreign buildings in the Settlement. Many years ago when Shanghai was young and land was cheap a number of the younger men of the Settlement formed themselves into a bowling club and erected their club-house here, “The Bowling Alley Club.” The town grew, the land soared in value, but the club remained and there once or twice a week some of the very old-timers still come and seem to greatly enjoy the privilege of playing skittles on one of the most valuable pieces of land in the Settlement. May they long continue! The club is one of the most exclusive in Shanghai (24 members only)—and to remove one single cobweb from the dusty rafters of their house is in the eyes of the members treason of the blackest.*

Here also, next door, the visitor will receive an idea of what the Ma-loo of ten or twenty years ago looked like. The gorgeous gilded and carved shop front with its sharply up-curving roofs and balconies, and intricately fretted jalousies, and general Chuchin-chow atmosphere, is one of the last survivors of this delightfully attractive type of building in the street. Modern buildings with an abundance of stucco in Chinese designs, (aptly dubbed “compradoresque”) are unfortunately usurping command of the street.

We are now in the district of Chinese shops. Notice the food-shops with their displays of pressed or varnished ducks, and other

* The Club premises have been sold since the above was written. The Club is moving to new quarters and its old home will probably have vanished before the next number of *The Guide* is published.

weird and fearsome looking confections, next see the big silk and silver hong. These should be visited. Two of the best known Chinese silk shops in the Settlement *Laou Kiu Chwang* and *Laou Kiu Luen* will be found on opposite sides of the street within a short distance of each other in big modern buildings. Dismiss rickshaws here, we will visit a couple of places on foot. Pay coolies ten cents. Having paid a visit of inspection to representative silk and silver merchants we will walk a block. Notice the peculiarly Chinese way in which shops selling the same sort of goods flock together. No such thing as "a distinct location without a competing shop:" here—first the spectacle-makers all together, then the wrist-watch dealers, again drug shop and patent medicine sellers all side by side. Here on the right hand side is a "joss-goods" shop, incense sticks, joss-paper (imitation sycee, silver dollars, clothing, furniture, etc., for the use of the departed) "devotional articles" of all sorts. There is a reason for this shop's situation. Right next door we turn down a rather dark entry and drop a couple of thousand years or so in a minute. Here in the middle of the bustle and hurry of the busiest street in the Orient we are suddenly in the semi-dark, incense-laden atmosphere of a temple, the *Hung Miao*. A prosperous, well-patronized, although very shabby, joss-house this, for it is here that your Chinese merchant hurries in for a moment to arrange matters with his favourite diety—at so much per matter to the bland-faced priest. Notice that fat old compradore, with the twinkle in his eye and the large cigar just emerging. He has been in to "chin-chin joss" to make sure that the deal he has in mind with a foreign hong will be all his way. The chief gods represented here are *Kwanyin*, the goddess of Mercy, and *Midoh* and *Waydoh*, the coming and present Buddhas, with many lesser luminaries ranged around. The free-and-easy manner in which the Chinese treat their divinities is always a matter of some surprise to the foreigner unacquainted with their ways. Here are rows of smutty-faced, paunch-bellied idols, some (the commercially useful ones) with joss-sticks smoldering in front of them, an occasional devotee kow-towing here and there while round about the premises, small groups buy and sell, chatter and gossip, eat or sleep as fancy dictates. The Chinese certainly seem to be on good terms with those they worship. Twenty cents cumshaw to "his reverence." Emerging we take rickshaws again. Passing the Chekiang Road, a tremendously busy cross-town thoroughfare, we are between the splendid departmental stores of the *Wing On Company* and the *Sincere Company*. Both these are owned and operated entirely by Chinese. The proprietors, who are Cantonese, learned the business in Australia, and the variety of stocks carried is quite equal to that of great departmental stores elsewhere. In the matter of store arrangements, though, they could well improve,

as it is often necessary to visit several widely separated departments in order to secure articles which should be found in one. These are "fixed-price" stores and charges are calculated in "big money" (q.v.) Both these firms operate fine, comfortable hotels in connection with the stores. Accommodation is provided in both foreign and Chinese style. The visitor who desires to sample Chinese cookery but lacks time to arrange a visit to one of the exclusively Chinese restaurants in Foochow Road will be promptly accommodated by the English-speaking managers. Passing on we see, on the right, the skeleton of the new *Sun-Sun Company's* premises. This, when completed, will be another departmental store. The traffic here becomes less congested, the roadway wider, on the left that dark red brick building is the old *Town Hall* where the Municipal Orchestra provides concerts. The building also houses the public market and the *Shanghai Public Library*. The latter is nothing to be very proud of for a city of the size. It is said to contain some 12 or 15,000 volumes, but most of them appear to be novels of early Victorian vintage. Now we come to Thibet Road—formerly the Defence Creek, and the original western boundary of the Settlement. Beyond lies the Recreation Ground and Race Course. This is the end of Nanking Road, the street from here on being known as the Bubbling Well Road. At the corner of the Recreation Ground is the *New World*, a Chinese amusement house containing theatres, sing-songs, peep-shows, donkey courses, restaurants and a hundred-and-one different attractions. It is connected with the building on the opposite side of the street by a tunnel under the Nanking Road. Admission, 20 cents. It is worth visiting in the evening. Turn to the left on Thibet Road, the next two streets are Kiukiang and Hankow, they are not interesting at this end although farther down they have many prosperous native shops and restaurants. The third street is *Foochow Road*. The visitor will perhaps wonder why we have brought him to this rather dull-looking Chinese street, but is solely in order that he can find it again when he visits it in the evening. This street from about Honan Road to its end is styled "the Chinaman's Paradise," the place where all good Chinese go when they die, as good Americans are said to go to Paris.

In the evening this street from Honan Road to Chekiang Road is one long series of restaurants, sing-song houses, theatres, lights, laughter and colour.

Here you will see the wealthy merchant, the young Chinese "blood" and the errant apprentice, each enjoying his night out, according to his fancy and the state of his pocket-book. The street runs parallel with the Nanking Road, one end on the Race Course and the other on the Bund at The Hongkong and Shanghai Bank Corner. All you have to do therefore is to keep your ricksha on a straight course from either end. Proceeding down the Foochow

Road we come to *Shantung Road*, the "*Fleet Street of China*," This is the home of most of the great Chinese dailies. A visit to the offices and plant of the *Shun Pao* at the corner of Shantung and Hankow Roads is well worth the trouble. It is fully as well equipped as any of the great newspapers of Europe and America, although of course in proportion. Ask for Mr. Francis Zia, the secretary. Opposite the office of the *Shun Pao* and surrounded by a time-mellowed wall is the *Shantung Road Cemetery*, Shanghai's earliest foreign burial ground. It will be easily recognized by the tall fire watchtower which straddles it. This tower, which is distinctly an eyesore, is soon to be removed. The cemetery is now closed for interments but a ramble through its grass-grown paths will reveal many names intimately connected with the earlier history of the Settlement. Leaving the cemetery and turning to the left and down the first street to the right we reach Honan Road. About here there are a number of excellent fur shops and antique and curio dealers which may be visited. Crossing the Nanking Road by the Honan Road crossing, the second street beyond is Peking Road. This street is worth a visit on account of the enormous amount of old furniture, curios and miscellaneous odds and ends found in the shops here. There are often quite good bargains to be picked up. Any of the cross streets here will lead you back to Nanking Road and your hotel.

RICKSHA TRIPS.

No. 2: The Chinese City. Three Hours.

(A guide should be procured for this trip from the hotel or from one of the travel agencies.)

Leaving the Palace Hotel corner we go south along the Bund as far as the Allied War Memorial at the junction of Avenue Edward VII. This is the boundary of the International Settlement and the French Concession. Note the difference between the uniforms of the International Police and the more picturesque turnout of "les Annamites" (the French native police are recruited in Annam.) Turn to the right along Avenue Edward and to the left at the first cross-street. This is the Rue Montauban, (the continuation of Szechuen Road on the French side). Proceeding we pass the Rue du Consulat, the main street of the French Concession, and on the right St. Joseph's Catholic church. St. Joseph's Convent faces it on the opposite side of the street. A short way beyond the church the street takes a sharp turn to the right and emerges into the Boulevard des deux Republiques (B. of the Two Republics, i.e., France and China). This street follows the circuit of the former walls of the Chinese City built in 1555 and demolished in 1912-13. At this point was formerly the *New North Gate* (marked N. on map). We are now in the real Shanghai, dating

back to a couple of centuries before the Christian era, and granted the rank of city by Kublai Khan. The boundaries of the original city are clearly defined by the Boulevard which follows the line of the old walls. There is no really reliable map of the city, the map accompanying this itinerary does not pretend to give more than a rough outline of the maze of crowded, narrow, tortuous alleyways within the area of the City, and to indicate the more interesting points.

Enter the Chinese City by the street directly facing the Rue Montauban. It is known in Chinese as the New North Gate Road. The corner is largely occupied by lottery shops. We are now in the principal business street of the old city. Here you will probably be beset by self-constituted guides who are often merely runners for native bazaar merchants. There will also probably be a number of professional beggars of loathsome appearance plying their trade. Pay no attention to them or you will be pestered throughout the remainder of your visit. The street here is mostly given over to dealers in jade, coral, gold and silver, semi-precious stones, ivories, mah-jong tile carvers, seal cutters and brass-smiths. Some interesting pieces may be obtained but in general much better work can be had from the shops of the International Settlement.

At the end of this street turn to the left for about a hundred yards. Here there is a "modern Chinese style" building housing an amusement palace of a type of which the visitor will have seen several in the Settlement. It will be recognized by its many balconies and its tower. This is the "Little World" (C. on map). Leave rickshas here. Pay 20 cents. Under this building an archway, or rather a square-topped passageway, leads into the native *bazaar*, the most interesting section of the Chinese city. The streets here are barely ten or twelve feet wide and are usually densely crowded. The shops on either side are tiny cubicles open to the street in which the whole process of manufacture of the various native handicrafts is carried out under the eyes of the passer-by. Beyond this part of the bazaar we come to a number of "artist studios" exhibiting western-style crayon enlargements of great hideousness. A short side-trip to the right here brings us to one of the *bird markets* (there are three in the vicinity) where song-birds of many varieties render hearing almost impossible. The Chinese devote all the care and affection to their birds that westerners do to their dogs. Turn to the left and around a short corner we come to the zig-zag "spirit bridge" leading to the *Willow Pattern Tea House* (Woo-sing-ding, or Hu-sing-ting) marked A. on map). The idea of the spirit bridge with its many twistings is to prevent malevolent spirits from entering. Spirits are very stupid and can only travel in straight lines. This "well-known fact" was one of the chief objections raised by the Chinese to the building of railroads, whose long stretches of straight track offered an ideal pathway for evil spirits.

The *Woo-sing-ding* receives its foreign name from a fancied resemblance to the pavilions on the well-beloved table ware. There is no reason for supposing that there is any connection whatever, as this type of edifice is quite common in China and the writer has seen several pavilions elsewhere which much more nearly filled the requirements for the original.



NATIVE CITY OF SHANGHAI, (SHANG-HAI HSIEN)

Founded circa B.C. 300. Prefectural city A.D. 1292. Walled 1555. Walls demolished 1912-13. Estimated population within circuit of walls one-quarter million. The dotted line following the Boulevard des deux Republiques indicates limits of French Concession. (A) Willow Pattern Tea-house [*Woo-sing-ding*] in centre of native bazaar. (B) Main shrine of Zung Miao [Temple of the City God] (C) Entry way to bazaar under "Little World" amusement palace. (D) Mandarin Garden. (E) Prefectural Yamen (F) Administrative Yamen (G) Confucian Temple (H) Temple of the War God. (I) West Garden (J) Three-storeyed pagoda in Confucian temple grounds. (K) West Gate tram terminus. (L) Point of entry for Confucian Temple. (M) Old British Military Cemetery. (N) New North Gate [Hsin Peh Men] (O) Main Cross-street of City. (P) Main entrance to Zung Miao (Temple of City God.) (Q) San Von [Three Emperors Temple] (R) Wen Chen Ding [T. of God of Literature.] (S) Ningpo Joss-house [Guildi] (T) French Eastern Police Station.

The tea-house (unfortunately often masked by matting shades) is a graceful building with delicate upturned gables standing in the midst of a stagnant, putrid pond, covered with an unwholesome green scum. This pond has been in exactly the same evil condition for the past forty-three years at least, according to reliable local records. The bridge is said to be 1500 years old, much older than the building. Other similar pavilions have probably stood on the site from the earliest history of the place. There is nothing of note inside the tea-house. The whole area surrounding the pond is filled with cheap-jacks, mountebanks, jugglers, acrobats, peep-showmen, fortune-tellers, astrologers, physiognomists, letter-writers and "all the fun of the fair."

Retracing our steps we recross the bridge and continue down the principal street of the bazaar, which here ceases to be interesting, until we come to the main cross street of the city some two or three hundred yards farther on. (O. on map) Here we turn to the left for a few yards and find ourselves at the entrance to the *Temple of the City God*. (P. on map) (Note: There are two quicker ways of entering the temple directly behind the Woo-sing-ding, but as these bring the visitor to the main shrine first a good deal of the effect is lost. The writer recommends the route outlined above. Instruct your guide accordingly.)

The *Zung Wong Miao*, as the temple is called locally, is said to have been built in 1537 as the official yamen of an ambitious magistrate, who will be referred to later. Every city in China has its tutelary deity, often a deified former local worthy, who ranks as a sort of heavenly magistrate charged with the interests of the city and its citizens in the beyond, and his terrestrial temples have therefore all the attributes of a magisterial yamen of imperial days. On the opposite side of the street, facing the main entrance, notice the "spirit wall."

This also is intended to confuse the gibbering influences of evil. On either side of the main gate are carved stone lions, such as are seen at the entrances of all official buildings. The two courts of the temple, and every possible nook and cranny in the precincts, are crowded to capacity with the booths of hucksters (the "sellers in the temple"), food-shops and dealers in cheap articles of wearing apparel predominate. There is a handsomely carved shrine with a fine roof and intricate work in high relief in the centre of the first courtyard. It conceals a stone tablet which, on account of its position, it is impossible to decipher.

A second pair of stone lions adorns the entrance to the second court. Notice the big bronze incense burners. Now we are directly in front of the shrine of the god. In the lobby or outer hall are the figures of his officers, hideous of aspect and weirdly dressed and armed.

The heavenly gentleman himself may be faintly discerned through clouds of incense and much smoke-grimed drapery, behind high wooden palings. Until last year a pair of votive junks were suspended from the ceiling in the entrance way. They were removed and not replaced when the ceiling was recently regilded and coloured. The devotees of the god may be seen kow-towing on the praying stand in front of him. Others are consulting him concerning their affairs or their luck by means of bamboo slips shaken from a box, the numbers on the slips corresponding to numbers on oracle papers sold by the priests in charge.

Turning to the left we leave the main shrine and can enter almost immediately the *Sang Von* or *Three Emperors' Temple* (The Three emperors: the Taoist trinity) (Q. on map) This small enclosure houses sixty gods, one for each year of the Chinese cycle. There is usually a large number of worshippers in this hall and "joss-paper" is continually blazing on the ground in the centre of the court.

Near at hand is the *Wen Chen Ding* or temple of the god of Literature. (R. on map)

We now emerge behind the *Woo-sing-ding* and making our way back to the main bazaar street (by keeping to the left) we retrace our steps as far as the *Little World*, where we left our rickshas. Here we turn to the right and a few paces farther on at a small door in a high plain whitewashed wall we seek admission to the *Mandarin's Garden*. (D. on map) Entrance fee: 20 cents, a further 20 cents for opening the second enclosure and a small cumshaw to the caretaker.

This garden is now either owned or leased by the Rice Dealers Guild. According to the local story it was built, together with the *Woo-sing-ding* and the other surrounding buildings in 1537 by a wealthy and ambitious mandarin who was the local magistrate. The luxuriousness of his palace aroused the jealousy of his neighbors who denounced him to the emperor as seeking to eclipse the Imperial splendour, and, according to one of the two versions, the poor man lost his head and his palace was confiscated. The other story says that in order to save his poll he deeded his entire property to the citizens, who turned it into the present temples and tea-house. Notice the sinuous dragon which tops the walls. It is said that the former owner placed five claws on the feet of this dragon, and as the five-clawed dragon was a purely Imperial ensign, no more than four claws being allowed to lesser luminaries, it may have been this which led to his downfall.

Although attempts seem to be made from time to time to keep the premises in repair, the whole presents a rather bedraggled appearance but on the whole is very interesting as a typical piece of Chinese landscape gardening. The artificial hills, belvederes, pavilions, grottoes, all contained in a very small circuit, offer endless pleasant prospects to the eye.

Leaving the gardens we take rickshas (and it is well to choose those bearing the white number plate of the S. M. C. as the others are usually extremely rickety) we return to the *Boulevard des deux Republiques* by the way we entered. The cross-streets hereabouts are devoted to dealers in blackwood furniture, antiques, shell-window makers, china-shops, fan-makers and embroideries.

We now follow the *Boulevard* to the west. Opposite the junction of the *Rue Hué* we find the entrance to the old *British Military Cemetery*. (M. on map) It contains the remains of some three hundred British and Indian officers and men who died in Shanghai during the Taiping Rebellion, 1862-64. It is under the control of the International Settlement authorities, and is fairly well cared for but very seldom visited.

A little farther along on the right-hand side of the street we come to the carved roofs and flag-poles of the magnificent and locally famous "*Ningpo Joss-house*" or *Ningpo Guild House*. (S. on map). This should be visited. The guilds of China exert enormous influence and of the many fine houses owned by the various guilds in Shanghai this is one of the best and will serve as a typical example. Several serious riots have occurred here in the past on account of the determination of the French authorities to drive roads through the property. The roads were finally constructed in 1900 when the Boxer trouble gave the necessary opportunity for over-riding the prejudices of the Chinese. The building is very handsome and is kept in excellent condition by the wealthy *Ningpo* community.

At the point marked L on the map, about a quarter mile beyond the important tram terminus at the *West Gate*, turn your rickshas to the left and after a short distance a small three-storeyed pagoda (J. on map) behind a yellow wall will indicate the *Confucian Temple*. (G. on map) Two stone tablets set in the main wall of the enclosure at some distance from the main gate command all mounted or chair-borne officials to dismount and walk humbly past the sacred place out of reverence for the Sage. The temple proper is usually locked but admission can be gained by calling for the caretaker and giving him a small gratuity.

The temple is the scene of semi-annual sacrifices to the spirit of the great Philosopher. It is a plain building with a series of halls, without images or

idols. The central hall contains an altar on which is displayed the tablet of the Sage with the usual altar set of five pieces: (incense burner, two vases, two candlesticks.) The other halls contain the tablets of his principal disciples.

From this point the visitor can continue around the encircling boulevard of the city, here called the Chung Wha (Middle Flowery) Boulevard, returning to the city by the Chinese (Nantao) Bund, The Quai de France (French Band) and The Bund, or he can visit the *Kiangnan Arsenal* by Chinese tram-car.

The Story of the Willow Pattern. Chinese porcelain plates painted in pale and deep blue were imported into England in large quantities during the latter half of the 18th century by Eastern merchants. These plates aroused the admiration and also the jealousy of potters, who at once began to use them extensively as patterns in decorating the earliest china wares. It is generally conceded by collectors that a man named Thomas Minton engraved the earliest willow pattern about the year 1780 for a master potter at Caughley, in Salop. Wedgwood, Spode, and Adams produced a similar design with modifications very soon after, so that there are now an endless variety of willow plates, all having the pronounced characteristics of the original, but with marked differences in detail. A curious feature about willow ware is that it is nearly always printed in underglaze blue, although, strange to relate, our Turkish sisters prefer it in funereal black. And certainly nothing else has conveyed such a charming and everinteresting tale. Young and old are intrigued with the figures and design on the plates. So far as research has been able to prove, there exists no Chinese design with the bridge or the doves floating in the air, from which it may be concluded that the story of the wicked Mandarin and his daughter Koonyshee is entirely mythical.

The Story the Picture Tells. The palace in the right hand of the picture in the centre of the plate is where the Mandarin and his only daughter lived after his wife had died. He took with him his secretary Chang; and therein lay the whole trouble and the foundation of this immortal story, for the motive is a love far above ordinary human affection. At sunset Koonyshee used to linger in the garden to see Chang. Their clandestine meetings were unfortunately discovered. Chang was dismissed and the daughter, shut up in a room overlooking the sea. One day while feeling very desolate, her attention was aroused by a half cocoanut shell with a miniature sail floating gently past. By the aid of her parasol she was able to recover it, and in it she found a bead she had given to her lover. This was ample evidence that he had launched the vessel. There was also a piece of bamboo paper inside inscribed, "Cast your thoughts upon the waters as I have done and I shall hear your words."

Origin of the Bridge. Meanwhile her father had selected for her what he thought was a more suitable husband. The feast of the betrothal was about to be celebrated, and Koonyshee felt like a netted bird. During the feast Chang gained entrance to her chamber and rescued her, after which we see them crossing the bridge. First comes Koonyshee, next Chang and then the irate father with a whip in his hand to show his parental authority. They make good their escape in the small boat we see in the centre, meaning to reach Chang's island home in the upper part of the platter. But the wrath of the Mandarin was uncontrollable. He raised the whole country against them so that their lives were imperilled.

When the Gods Took Pity. The gods, however, took pity on their distress and transformed their two bodies into the two immortal doves floating in the air, fit emblems of the loving constancy of their affections which had rendered them so remarkable in life that now they were to be undivided in death.—W. R. Fleming, in *Glasgow Herald*. Reprinted in the N.-C.D.N.

A large *monastery* and *temple* is situated nearby. In one hall of the temple there are an enormous number of idols, among which your monk guide will probably point out one as being the personification of Messer *Marco Polo*, but as the joss pointed out as being the celebrated traveller is a different one on the occasion of each visit we may hazard a guess that the reverend padre is "spoofing."

Decorating the premises in various very conspicuous positions the visitor will be amused to see signs reminding him that the labourer is worthy of his cumshaw, written in a weird and wonderful style by the local "English scholar."

Lungwha is the *Headquarters* of the local Chinese Military chief, General Ho Feng-lin, *Military Commissioner of Shanghai and Sungkiang*, and a large number of troops are quartered here. Those visitors who served in the Great War will be interested to see Chinese troops learning the goose-step in the approved Potsdam manner.

MOTOR TRIPS IN THE SHANGHAI NEIGHBORHOOD.

No. 1 (To Kiangwan.)

ROUTE:—via Soochow Creek, Chekiang Road, Mixed Court, Shanghai North Station, Hongkew Park, Rifle Range, Kiangwan Race-Course, and return. Time: about 1½ hours. 5-passenger car \$6.00 7-passenger car \$9.00

No. 2 (To Lungwha & Jessfield.)

ROUTE:—via International Bund, French Bund, Chinese Bund, Shanghai South Station, Native City, Kiangnan Dock and Arsenal, Lungwha Pagoda, Nanyang College, The Rubicon, Jessfield Park, St. John's College, Jessfield Village, Bubbling Well and Nanking Road. Time: about 2½ hours. 5-passenger car \$12.00 7-passenger car \$16.00

No. 3 (To Woosung Forts.)

ROUTE:—via Yangtzepoo manufacturing district, The Point, Woosung Creek, Forts Hotel, Woosung Forts and return. Time: about 2½ hours. 5-passenger car \$12.00 7-passenger car \$16.00

No. 4 (To Minghong.)

ROUTE:—via French Concession, French Park, Siccawei Convent, Observatory, Lungwha Pagoda, Tsan Chau and Pu Chau Villages, Min Yuen Garden, to Minghong, and return to Shanghai by riverside. Time: about 3 hours. 5-passenger car \$15.00 7-passenger car \$20.00

No. 5 (To Taichong & Lui Hoo.)

ROUTE:—via Hongkew (Japanese District) Shanghai North Station, Taichong and Lodi Villages, to Lui Hoo, and return. Time: about 3½ hours. 5-passenger car \$18.00 7-passenger car \$24.00

Fares are inclusive of all fees, tolls, etc., and time spent in stopping to examine places of interest.

A Business and Educational Tour of Shanghai.—The visitor who desires to see something of the modern educational and manufacturing side of Shanghai is recommended to visit some of the following establishments. The tour must be made by motor and a full day will be taken up in the inspection. Choice of three alternative mission colleges.

(1) *St. John's University*. Jessfield Road. (American Church Mission) West 703 or 2089. Apply to Dr. F. L. Hawks-Pott, D.D., President, or to O. Z. Li, B.A., Executive Secretary.

(2) *Shanghai College*. Yangtszepoo Road (Baptist), East 123. Apply to E. Kelhofer, B.A., Business Manager and Treasurer.

(3) *Zi-ka-wei Mission*. (Siccawei) Observatory, Museum, College, Seminary, Convent, Orphanage, Press and Workshops. Siccawei, at western end of French Concession. (R. C., Jesuit Fathers) West 71 (Observatory). Apply to Rev. L. Froc, Director (Observatory), or to Rev. E. Beaucé, Rector of the College.

Telephone Equipment Manufacture.—The China Electric Co. Factory, Chang An Road, Chapei. Apply to T. Y. Deane, Superintendent. North 547.

Electric Goods and Accessories.—The China General Edison Co., 15 Robison Road. West 379 or 1701. Apply to H. E. Page, Managing Director.

Filatures.—Ewo Silk Filature. (Jardine-Matheson). 14, Chengtu Road. West 777. Apply at Main Office, 27, The Bund.

Museums.—The Royal Asiatic Society (N. China Branch) Library and Museum. 5, Museum Road. Curators: Dr. C. Noel Davis, Arthur de C. Sowerby. Librarian: Miss C. Couling. Founded 1858. Subscription M\$5. per annum. Open to the public daily. The library contains many valuable works on Chinese subjects.

The Museum is poorly housed and great efforts are being made to secure a suitable home. The Shanghai public, however, seems unresponsive and progress is slow.

Zi-ka-wei Museum (Natural History) and Observatory. Founded 1870. At Siccawei, extreme west end of the French Concession. Under the charge of the Jesuit Fathers. The Museum is open in the afternoons from two o'clock, except during services. Ladies unaccompanied cannot be admitted. Rev. P. Courtois, S.J., Curator. Owing to the delicacy of the instruments sightseers cannot be permitted to inspect the Observatory except upon the presentation of a card from a Consulate. Scientific visitors, of course, are freely admitted. Rev. L. Froc, S.J., Director of the Observatory.

Shanghai Commercial Museum.—Chinese manufactures. North Honan Road. Under the direction of the Chinese General Chamber of Commerce.

SHORT INLAND TRIPS WITHIN EASY REACH OF SHANGHAI.

Soochow: "Beautiful Soo," 53 miles from Shanghai on the Shanghai-Nanking Railway, from Shanghai North Station. Fare \$3.20 1 Class. Soochow is famous in Chinese literature for the beauty of its women and the learning of its scholars. Its desirability as a place of residence is indicated by the Chinese proverb: "Above is Heaven and below are Hangchow and Soochow." The history of the town, of which the present population is estimated at over half-a-million, goes far back into the dim past for 2000 years or more. Soochow is a fine example of a Chinese walled city. The walls have stood many sieges and in their present state are said to date from the middle of the 17th century, although the greater portion of the work is of much earlier construction. Points of special interest. Pagodas: These are eight in the city and immediate neighborhood. The Great Pagoda, the Pen (or Twin) Pagodas, The Nan Men (or South Gate) Pagoda, the Leaning (or Tiger Hill) Pagoda. Temples: Temple of the City God, Confucian Temple, Scroll Temple and Beamless Temple. The Precious Girdle Bridge (53 arches of granite). The city suffered

much during the Taiping Rebellion of which it was one of the most important strongholds. Its capture by Gordon's "Ever Victorious Army" broke the strength of the rebels and ended the Taiping dominion. The infamous "Massacre of the Wangs" (Taiping princes) here, on the orders of Li Hung-chang, after a promise of personal safety had been given by General Gordon, led to the famous breach between Gordon and Li.

The foreign settlement at Soochow is situated outside the walls, south of the city. Good accommodation can be obtained at the Railway Hotel. The Tai-hu, or Great Lake, lies to the south and west of Soochow. It is a great resort for house-boat parties from Shanghai and visitors who wish to sample this form of Chinese travel can arrange very pleasant excursions from Shanghai to the Lake, via Soochow. An excellent map and description of Soochow will be found in Carl Crow's "Handbook for China."

Hangchow, the "Quinsay" (King Tsze) of Marco Polo. Capital of the Empire during the latter Sung dynasty and considered to be the most beautiful city of China. 110 miles S. W. of Shanghai on the Shanghai-Hangchow-Ningpo line. Fare \$5.00 1 Class. Is the capital of Chekiang Province and lies among hills at the head of the Hangchow Bay. The city has been a place of importance for 3000 years. The present population is estimated to be three-quarters of a million. Points of interest. Pagodas: The Six Harmonies Pagoda, one of the largest in China, Thunder Peak, or White Snake, Pagoda, the Needle Pagoda. Hangchow has numberless temples and monasteries. The Lin-yang monastery, the Heaven-Kings Temple, the Upper Monastery and the monastery of Manifest Congratulations should be visited. The West Lake (Si Hu) is famous for its beautiful causeways, pailous (archways) and island pavilions. From the City Hill a very fine view of the city, bay, river and lake can be obtained. The best handbook for Hangchow is Dr. Robert Fitch's "Hangchow Itineraries" (Kelly-Walsh, Shanghai) There are a number of fair hotels in the city, the one most used by foreigners being the New Hotel about two miles from the railway station on the shore of the West Lake, which is reported to be giving very good service.

The Hangchow Bore.—This famous natural phenomenon can best be seen at the equinoxes, or at new or full moon. The tidal waters of the Hangchow Bay pent up in the Tsien-tang River travel with great velocity and with a water-face of from twelve to fifteen feet. The best observation point for the Bore is at Haining Pagoda about forty miles from Hangchow. The S. H. N. R. train is left at Hsiachiao and the two hour trip to the pagoda is made by native boat or carrying-chair.

Mokanshan, 30 miles north of Hangchow is Shanghai's nearest mountain resort. Altitude 2000 feet. Visitors who wish to experience the various modes of travel in China without going too far afield, should make the trip to Mokanshan. The journey takes from ten to fifteen hours by train, launch (or houseboat) and carrying-chair. Arrangements can be made through the Shanghai-Hangchow-Ningpo Railway, The American Express Co., or Thos. Cook. There is a good hotel.

Pootoo, the "Sacred Island." This can hardly be classed as an "inland trip" since Pootoo is an island of the Chusan archipelago, about 100 miles from Shanghai, 50 from Ningpo. Easily reached from Shanghai during the summer by excursion steamers. A favorite bathing place. The island is a Buddhist sanctuary with many monasteries and temples kept in good repair and is well worth a visit by those who wish to see Buddhism in its less degraded forms.

TRAVEL AGENCIES. **Thos. Cook and Son.** —Tourist, Steamship and Forwarding Agents and Bankers. 15, The Bund, (Opp. Customs Jetty.) Central 2203-4-5-8 Teleg. Address: "Coupon, Shanghai." J. H. Green, Far Eastern Manager, R. J. Anwyl, Agent.

The American Express Co.—Bankers, Shipping and Travel. 8, Kiukiang Road. Central 4241. Teleg. Address: "Amexco, Shanghai." W. D. Inman, Manager. R. S. Cauvin, Manager, Travel Department.

N. Y. K. Nippon Yusen Kaisha. (Japan Mail S. S. Co.) Palace Hotel Building, The Bund. Central 680. Teleg. Address: "Yusen, Shanghai." C. Fujino, Passenger Department.

Shanghai Commercial and Savings Bank Travel Department. Travel in China. 97, Szechuen Road. Central 8050. Teleg. Address: "Comsavbank, Shanghai." S. C. Chu, Manager Travel Department.

Train and Ship Schedules.—For those requiring information about the movement of ships or about trains in any part of China or Japan, the *Far Eastern Traveller's Gazette*, published quarterly by Messrs. Thos. Cook and Son will prove extremely useful. The magazine appears in January, April, July and October and is supplied gratis on request at any of Cook's offices.

Shanghai Street Signs.—The English of the signs affected by the smaller Chinese shops in the Settlement is a source of constant joy to the seeker after "local colour." Such names as "Jellybelly," (now no more) "Cock-eye," and "Cheap-Jack," in Hongkew are probably survivals of nicknames bestowed by irreverent English sailors of long ago. The constant irrelevant use of the form "and Co." is also often amusing. The decencies of our International Settlement forbid the use of signboards such as can be found in Seoul, where one establishment of the easy variety announces its status without mincing matters, in three words, adding naively, "tidy and cleaning, like foreign fashion, with beer and sodawater." The secret of the composer of the inscriptions on Shanghai's Chinese-English signboards is well kept, like the identity of "the man who makes the mottoes" for the Christmas crackers.

Parks and Open Spaces.—Jessfield Park, West. French Park, F. C., Public Garden, Central. Hongkew Park, North. Quinsan Park, North. Recreation Ground, Central. Verdun Garden, F. C., Studley Park, North. Wayside Park, North.

Curio Shops and Antiques.—Shanghai is full of curio shops of various types. Besides such well-known foreign establishments as *The Jade Tree* and *Lachamp* where beautiful specimens of all sorts are intelligently classified and arranged there are many Chinese shops where goods of varying merit may be displayed side by side, the finest work of China and the worst of brummagem. These shops range from the exclusive dealers in antiques in Honan Road to what may be classed as junk-shops in Peking Road, but they are all interesting and worth visiting. It is very difficult to give general advice about these places. It may be taken as a

maxim, however, never, except in foreign, or the very best class of Chinese Nanking Road establishments, to accept the figure quoted by the dealer. If he says "ten dollars" offer him about three, and compromise at about four-fifty. Even then he will be making a good thing. And *always* remember that he is quoting in *Mexican* currency, not American. There are dozens of stories told of travellers paying the delighted dealer double what he asked and departing well satisfied with their "bargain." The Nanking Road and central district shops of course charge higher prices for their wares than do the smaller ones in sidestreets and in the native city. The visitor must judge the character of the shop for himself and bargain accordingly. Some of the best antique shops, as distinguished from curios, are situated in Honan Road, just around the corner from Nanking Road. There are also a number of good curios to be picked up along the Boulevard des deux Republiques between the Chinese City and the French Concession.

Silk Shops.—Situated so close to the great silk-producing centres of China, Shanghai offers a better opportunity than almost any other city in the world for picking up beautiful specimens from the best looms. Many of these looms are at Hangchow and Soochow and at Nanking. The lady visitor who is staying in the city for a few days should not neglect the chance of adding to her store some of the beautiful silk embroideries for which the place is famous and which are very inexpensive. The local silk shops most patronized by foreigners and which carry immense stocks of all sorts of silks, crepes, pongees, tissues, brocades, embroideries, laces and, in some cases, furs, are situated in the Nanking Road. Among these are the *Cathay Lace Co.* and *The China Handwork Co.*, between Szechuen and Kiangse Roads, for laces and embroideries, and Messrs. *Laou Kiu Luen* and *Laou Kiu Chwang* on opposite sides of the street above Honan Road, for silk, etc. These shops all have English-speaking assistants and give very good service. They are "fixed price shops." There are a very large number of smaller shops in Foochow Road and in the cross streets thereabouts.

Public Monuments of Shanghai.—The most recent addition to Shanghai's public monuments is the *Allied War Memorial*, unveiled February 15th, 1924. It occupies a commanding position on the bank of the Whangpoo at the junction of the Bund and the Quai de France with the Avenue Edward VII, (the boundary line between the French and International Settlements). It is a massive and well proportioned pile surmounted by a bronze angel and child and bronze trophy groups. A large plaque at the base bears the names of the soldiers of the Allied forces who left Shang-

Building. Erected to the foreign officers who lost their lives in the service of China during the Taiping Rebellion. 1862-64. The names of the officers who lost their lives are engraved on bronze plates on the sides. *Sir Harry Parks*, G.C.M.G., K.C.B., on the Bund foreshore opposite Nanking Road. *Sir Harry* was formerly British Minister to Japan and afterwards to China. Erected "in memory of his great services" in 1892.

In the British Consulate grounds a large *granite cross* is erected to the memory of Wm. de Morgan and R. Burn Anderson. The *British Soldiers Cemetery*, end of Rue Hué (French Concession). This old cemetery contains several memorial tablets, the most noteworthy being one "to the Officers and Men of His Majesty's 19th Beloochee Regiment who died at Shanghai 1862-64. The cemetery itself lies in Chinese territory but is under the charge of the Shanghai Municipality. *The Margary Memorial*, in the Bund Garden. A slender Gothic spire of rather fine proportions erected to the memory of Augustus Raymond Margary, of H.B.M.'s consular service, murdered in Yunnan in 1875. *Admiral Protet*. In front of the French Town Hall, Rue du Consulat, French Concession. A fine bronze statue in honour of Admiral Protet, killed near Soochow in 1862, and to all French officers and men, soldiers and sailors, who lost their lives on the soil of China, 1855-1892. *The Widow's Monument*, Race Course, Public Recreation Ground. Who the widow was history does not tell. This is a characteristic Chinese memorial triple archway of the type often erected in China to the memory of a virtuous widow, who suicides on the loss of her husband or in defence of her virtue. *The Iltis Memorial*, formerly on the Bund near the Public Garden, was a bronze group (a broken mast), erected to the memory of German sailors who lost their lives in the foundering of the German gunboat "*Iltis*," during a typhoon. This monument was destroyed by a hostile mob during the war.

The Bubbling Well—Although the Bubbling Well is not properly a public monument, it is convenient to include it in this place. It lies in the centre of the Bubbling Well Road opposite the Zing An Sze temple. It is one of the oldest sites in Shanghai, a temple having occupied this same position since at least A.D. 250, during the Han dynasty. The Well itself is a somewhat turbid pool constantly disturbed by bubbles of marsh gas (carbonic acid gas). It is enclosed by a handsome square parapet of stone, with Chinese ornamental lions at the four corners.

SHANGHAI POLICE.—Visitors often remark upon the picturesque appearance of the stalwart Sikh policemen on point duty in the streets. A few years ago the dress of the whole force of the International Settlement was much more in keeping with

the Oriental side of the place, the Chinese constables wearing wide white mushroom hats with red horse tails in summer and the handsome winter "mandarin" hat during the cold season. For some unknown reason these were withdrawn and the present ugly uniform caps (which do not look smart on the Chinese) substituted, while for hot or rainy weather a sort of gloried sou-wester, the last word in uncomliness, has been adopted. Until last year the Sikhs, too, were resplendent in red pagrees (turbans). These have now given place to khaki. The winter uniform of the European and Indian police is blue, in summer khaki. The Chinese wear blue throughout the year.

There are four distinct police organizations operating within the area of Greater Shanghai (a) The Shanghai Municipal Police, in the International Settlement, (b) La Garde Municipale, in the French Concession, (c) The Shanghai and Woosung Constabulary, covering Shanghai City, Chapei, Paoshan, Nantao, Pootung and Woosung, and (d) The Maritime Customs River Police.

The police force of the International settlement totals 2760 officers and men of all ranks and branches, exclusive of the Criminal Investigation Department and of private watchmen under police supervision. This force has to maintain order among a population of nearly a million in the Settlement.

Permanent Force.—Foreign Branch, 255 (all ranks) Japanese, 187 (all ranks) Sikhs, patrolmen 530; goal force 174. Chinese constables (uniform branch) 1546. Mounted police, foreign 2, Sikh 26. The number of Chinese detectives employed is not ascertainable. Indian watchmen under police supervision, 442.

Police Reserve:—187 (all ranks)

During the year 1923 there were 109 armed robberies and 31 robberies without arms. For armed robberies 221 persons were arrested and for robberies without arms, 34 persons. (Armed robbers mostly work in gangs). Thirty-four persons remitted to the court of the Military Governor of Shanghai and Sungkiang during 1923 were executed (shot) for murder, attempted murder and armed robbery.

Figures are not available for the police forces outside the Settlement.

FIRE PROTECTION

The Shanghai Fire Brigade.—Foreign Staff, 30. Chinese Staff, 412.

Fires .:—The number of calls to fires, or supposed fires, during the 1923 year was 485. This constitutes a record, being an increase of 38 on the figures for the previous year.

These calls were received as follows: Exchange Telephones 327, Watch Towers 91, Police 50, Staff and Messengers 15, Private Alarms 2

The above calls were as follows: Genuine fires within the Settlement 323, chimney fires 15, collapsed buildings 1, false alarms or fires not traced 76, outside the Settlement 70

Loss.—The total loss during the year on buildings and contents within the Settlement is estimated at Tls. 253,513 (Foreign Tls. 69,715; Chinese Tls. 183,798), being an increase of Tls. 18,210 on the previous year. It is interes-

ting to note that, excluding the abnormal fire at North Soochow Road in 1921, the average loss for the past four years has been under 2½ lakhs, i.e. Tls. 267,630.

NEWSPAPERS AND PERIODICALS.—Morning: *The North-China Daily News*, Founded 1850 as *The N.-C. Herald*, (British) daily except Sunday. The oldest and most influential foreign daily in China. 17, The Bund. English format. 18 to 24 pp. 10 cents per copy. Visitors welcome to inspect offices and works.

The Shanghai Times.—Daily and Sunday. 32 Avenue Edward VII. Mixed format. 18 to 36 pp. 10 cents per copy. Sunday 20 cents.

The China Press.—Daily except Monday. Founded 1911. Corner Kiangse and Kiukiang Roads. American format. 18 to 36 pp. 10 cents per copy. Sunday 20 cents.

L'Echo de Chine (French).—Daily except Sunday. 23, Rue du Consulat. French format. 8pp. 10 cents per copy.

Evening.—*The Evening News* (American) combining the former *Shanghai Gazette* and the *Evening Star*. Daily except Sunday. 45, Peking Road. American format. 12 to 24 pp. 10 cents per copy.

The Shanghai Mercury.—Daily except Sunday. 5, Hongkong Road, English format. 12 to 24 pp. 10 cents per copy.

Weekly.—*The North China Herald* is the weekly edition of the N.-C. Daily News, and is the official record of British Supreme Court proceedings. *The Celestial Empire* is the weekly edition of the *Shanghai Mercury*. *L'Echo de Chine Weekly Edition*.

PERIODICAL PUBLICATIONS.—Weekly.—*Shipping and Engineering*, 17, The Bund. Founded 1909.

The China Weekly Review (formerly *Millard's Review*); Founded 1917. 4, Avenue Edward VII, Size 7-in. by 10-in., 40 to 48 pp. 30 cents per copy.

Monthly.—*Far Eastern Review*, 16, Jinkee Road, Founded 1904. Oldest American paper in the Far East. Size 8½ by 10¾-in. 150 to 160 pp. \$1 per copy.

Asiatic Motors.—Official Organ of Automobile Club of China, Shanghai, the Automobile Assoc., Hongkong, and the North China Motor Club. Size 8½ by 10¾-in. 30 cents.

The British Chamber of Commerce Journal, 17, The Bund.

Every Two Months.—*The China Journal of Science and Arts*, 102-3, 25, Avenue Edward VII. A unique journal of exceptional merit. Size 4½ by 7¾-in. 180 to 200 pp. \$2 per copy. Appears January and every alternate month.

Quarterly.—*The Far Eastern Traveller's Gazette* (devoted to travel), Thos. Cook and Son, Shanghai. Size 9-in. by 12-in. January-April-July-October. Supplied free on request. 60 to 80 pp.

Other Publications :

North-China Hong List (City Directory), 17, The Bund.

Rea's Far Eastern Manual, a yearbook, 16, Jinkee Road.

China Who's-Who, C. V. Lunt, 35 Jinkee Road.

Gow's Guide to Shanghai, 17, The Bund.

Harvey's Annual, 9, Ezra Road.

TELEGRAPHIC AND CABLE COMMUNICATION.—

Shanghai is well served with cable and telegraphic communications with the rest of the world. Three cable companies and the Chinese Telegraph Administration are established here and between them give a very complete service.

Eastern Extension, Australasia and China Telegraph Co., Ltd. (British), 4, Avenue Edward VII. W. D. Procter, Divisional Manager. Central 899.

Great Northern Telegraph Co., Ltd. (Danish), Central 6, 7, 3078. 4, Avenue Edward VII. Capt. J. J. Bahnson, General Manager in China and Japan.

Commercial Pacific Cable Co. (American), 4, Avenue Edward VII, Wm. Pimley, Manager. Central 1980.

The Chinese Telegraph Administration, 7, Foochow Road corner Szechuen (former German Post Office Building). T. K. Lowe, General Manager.

Cable and Telegraph Tolls

Per Word in Mexican Dollar Cents

	Foreign	Chinese	Press (Foreign)
Telegrams to places in China:—			
Kiangsu Province	9	6	6
All other places via landlines or via Chefoo cables	18	12	6
Amoy, Foochow and Hongkong via cables	18	12	6
Fukien via Amoy or Foochow, and Kwangtung via Hongkong ..	27	18	12
All other places via Amoy, Foo- chow or Hongkong	36	24	12

Telegrams to other Countries:—The rates to all countries abroad are fixed in gold francs, and the dollar rates collected therefore vary from time to time as the exchange between the Mexican dollar and gold francs varies. The dollar rates are usually revised in the beginning of every quarter, and the following are those in force to some of the more important places from 1st April, 1924 by the most direct routes :

	Ordinary.	Deferred.	Press.
	\$	\$	\$
Europe : (All Countries except Russia) ...	1.45	0.75	0.50
America : San Francisco	1.70	0.85	0.55

	Ordinary.	Deferred.	Press.
	\$	\$	\$
America: Chicago	1.85	0.95	0.65
„ New York	1.90	0.95	0.70
Australia	1.20	0.60	0.50
South Africa: Durban	1.90	0.95	0.95
Annam & Tonquin	0.95	0.50	0.35
Dutch Indies	1.05	0.55	0.35
India	0.95	0.45	0.35
Japan	0.30	—	0.15
Philippines: Manila	0.50	0.25	0.25
Russia in Europe	0.75	—	0.40
Russia in Asia	0.60	—	0.30

**DIFFERENCE IN TIME between Shanghai and other principal cities.
Zone Time.**

*Compiled with the assistance of Rev. P. de la Villemarqué, S.J.,
Sicawei Observatory.*

SHANGHAI TWELVE O'CLOCK, NOON, SUNDAY EQUALS :

Honolulu... ..	5 p.m. Saturday	Port Said	6 a.m. Sunday
Vancouver	8 p.m. „	Djibouti	7 a.m. „
San Francisco	8 p.m. „	Aden	7 a.m. „
Chicago	10 p.m. „	Karachi... ..	8 a.m. „
New York	11 p.m. „	Bombay	9 a.m. „
London	4 a.m. Sunday	Delhi	9 a.m. „
Paris	4 a.m. „	Colombo	9 a.m. „
Berlin	5 a.m. „	Calcutta	10 a.m. „
Petrograd	6 a.m. „	Singapore	11 a.m. „
Moscow	7 a.m. „	Manila	12 noon „
Omsk	10 a.m. „	Hongkong	12 noon „
Itkutsk	11 a.m. „	Perth (Aust.)	12 noon „
Chita	12 noon „	Melbourne	2 p.m. „
Vladivostock	1 p.m. „	Sydney	2 p.m. „
Tokio	1 p.m. „	Capetown	6 a.m. „
Marseilles,	4 a.m. „	Johannesburg	6 a.m. „
Rome	5 a.m. „		

The foregoing does not take into account local peculiarities of time such as "Summer Time" and "Daylight Saving" systems.

DISTANCES.—Shanghai is distant from other ports:

Aden	Miles 6059	Malta	Miles 8390
Adelaide	7950	Manila	1130
Antwerp	11180	Marseilles	8962
Bombay	4840	Melbourne	7450
Bremerhaven	11550	Naples	8578
Brindisi	8384	Port Said	7468
Calcutta	5225	San Francisco	5900
Colombo	3966	Seattle... ..	5467
Freemantle	9303	Singapore	2260
Genoa	8914	Southampton	9764
Gibraltar	9656	Sydney	6873
Honolulu	3820	Vancouver	5013
London	10965	Vladivostock	1011

From Japan Ports:			Hankow	...	Miles
Kobe	...	Miles 762	Hongkong (British)	...	853
Moji	...	547	Kiukiang	...	445
Nagasaki	...	468	Nanking	...	201
Yokohama	...	1140	Ningpo	...	134
From China Coast Ports:			Port Arthur (Japan)	...	529
Amoy	...	560	Swatow	...	670
Chefoo	...	490	Tsingtao	...	396
Chinkiang	...	156	Tientsin	...	670
Chinwantao	...	633	Wuhu	...	355
Foochow	...	432	Wei-hai-wei	...	460

THE CHINESE POST OFFICE ("THE C.P.O.")—Peking and Szechuen and Museum roads. Local Commissioner: E. TOLLESEN. Deputy Commissioners: V. W. STAPLETON-COTTON, P. J. KEATING (Accounts). Open 7 a.m. to midnight. Money Orders from 9 a.m. to 5 p.m. Enquiries Cent. 443.

Since the withdrawal of the foreign post-offices in 1922 as a result of the Washington Conference, the Chinese Post Office enjoys an unchallenged monopoly of mail carriage in Shanghai and other treaty ports as well as in the interior.

The origin of the now abolished foreign post-office system lay in the necessity; which arose immediately after the opening up of China, for providing a sure and speedy despatch of messages from diplomatic and consular officers in China to their home authorities; and, at first as a matter of favour, but presently as a recognized necessity, the use of these official mail pouches was thrown open to foreign merchants and residents. The countries maintaining separate post offices until 1922 were America, Britain, France and Japan. Those of Russia and Germany had been closed previously.

In China in earlier times the official post was simply a courier service between Peking and the provincial capitals, and vice versa, and strictly limited to government despatches, edicts, proclamations, etc. Private correspondence between individuals or business organizations was either entrusted to special couriers or to private organizations maintaining agents in various centres. Delivery was slow and unreliable, and very expensive.

The Chinese Post Office, as at present constituted, is under the Ministry of Communications and enjoys at large measure of foreign supervision, and is very efficient and quite trustworthy.

In Shanghai there are eight deliveries daily in the business section of the city and clearances from over 200 pillar boxes are timed to connect with local deliveries and the departures of principal mail trains and steamers.

The postage tariff which follows is very much abridged and anyone requiring detailed information is recommended to consult the Chinese Postal Guide which can be obtained at the Post Office at a cost of Mex. \$0.50.

CONDENSED POSTAGE TARIFF

Classification	Unit of weight, etc.	Shanghai	in China	Foreign
LETTERS	up to 20 grammes	. 1	. 3	.10
	for each 15 gr. over 20	—	—	. 5
POSTCARDS	single	. 1	. 1½	. 4
	double : (reply paid)	. 2	. 3	. 8
NEWSPAPERS	China : 50 grammes	. ½	. ½	. 2
	local : 100 grammes			
BOOKS AND PRINTED MATTER	up to 100 grammes	. ½	. 1	.2
	2 kilos. (limit of weight) See Postal Guide	. 7½	.15	—

N.B. : The "cent" shown above is 100th part of a silver dollar and not the copper subsidiary coins in circulation. (i.e. "Big Money.")

Registration Fees : (in addition to ordinary postal charges).

Simple : Domestic Places, .5 ; Postal Union Countries, .10.

With return receipt : Domestic Places, .10 ; Postal Union Countries, .20.

Express Fees : (in addition to ordinary postal charges).

Domestic Places, .10 per article, Postal Union Countries, .12 per article.

Insured Letters : (in addition to ordinary postal charges and registration fee).

Domestic places : one per cent. of declared value (minimum charge 10) Special covers, in three sizes at one, two and three cents, are necessary, they may be obtained at the Post Office.

Money Orders : For domestic places the charge per dollar is variable and may be ascertained at the issuing office. Minimum charge is .5.

Parcels : Local : up to five kilos .. 10 per parcel

from 5 to 10 kilos 20 " "

Elsewhere in China : up to one kilo .. 20*

every kilo or praction

above 1 and up to 10

kilos10*

Foreign : International Parcel Post Tariff and limitations.
See the Postal Guide. Prepayment in all cases is compulsory.

* These rates vary according to the route followed. See the Postal Guide.

Postal Guide.—Postal Guide in English and in Chinese can be obtained at all Offices. The cost of English version is 50 cents; the Chinese version is 20 cents.

International C. O. D. Registered Articles.—International C. O. D. Registered Articles may be accepted for Great Britain Japan and France under the same rule as for Domestic C. O. D. Registered Articles. The limit of C. O. D. charges collectable on each article is fixed as follows :—

Japan, Yen 1,000

France, Francs 1,000

The sender pays in addition to the registration and insurance fee a fixed C. O. D. fee of 2 cents for each article.

This service has now been extended to include parcels to Great Britain but does not apply to the Irish Free State.

International Reply Coupons can be obtained at principal post offices.

Stamps and Cards.—Ordinary Postage Stamps :—

Junk design : $\frac{1}{2}$ cent, 1, $1\frac{1}{2}$, 2, 3, 4, 5, 6, 8, and 10 cents.

Reaper design : 13, 15, 16, 20, 30, and 50, cents.

Arch design : \$1, \$2, \$5, \$10, and \$20.

Postage-Due-Stamps : (All blue) : $\frac{1}{2}$ and 1 cent, 2, 4, 5, 10, 20, 30 cents.

Revenue Stamps :—1, 2, 10, 50, cents and \$1.

Postcards :—

Local : 1 cent 2 cents (Reply paid) (Green)

Domestic : $1\frac{1}{2}$ cents, 3 cents (Reply paid) (Blue)

International : 4 cents, 8 cents (Reply paid) (Red)

Letter-Cards : 3-cent letter-cards are on sale at each office. In these it is permitted to enclose whatever is allowed to be enclosed in ordinary letters. The sale price is $3\frac{1}{2}$ cents.

Stamp-booklets.—Stamp-booklets are sold at \$1, per booklet, Each booklet contains 100 cents in stamps made up as follows :—

Yellow booklets : 28 stamps @ 1 cent and 24 @ 3 cents,

Green " 8 stamps @ 5 cents and 18 @ 3 cents and

6 @ 1 cents.

Insured Letters.—An Insured Letter Service is maintained between the principal places in China. The insurance fee is 1 cent for each dollar or fraction of a dollar, with a minimum fee of 10 cents. The following sizes of special envelopes for insured letters are on sale :

11" by 6" : 3 cents each Printed in Chinese with sublinear translation in

9" by $4\frac{1}{2}$ " : 2 " " English.

$5\frac{1}{2}$ " by $3\frac{1}{2}$ " : 1 " " Printed in Chinese only.

Full particulars of this Service can be obtained on application.

International Money Orders.—The Head Office (Peking Road) issues money orders on the Dutch East Indies, Hongkong, Macao, the United Kingdom of Great Britain and Ireland, France, U. S. A. Honolulu, Canada, French Indo-China, India, Straits Settlements, Australia and Japan : the North Szechuen Road and Seward Road West Sub-Offices issue money orders on Japan only.

Further particulars may be obtained on application at the Post Offices mentioned above.

Domestic Money Orders.—Domestic money orders may be purchased at all Offices in Shanghai District on the days and hours notified at each Post

Office. Within the Province of Kiangsu a flat rate of $\frac{1}{2}$ per cent. is charged on all money orders: outside provinces the fee varies. The minimum charge on a money order is 5 cents.

Mails via Siberia.—The Postal Commissioner announces that while letter mails leaving Shanghai Monday night connect with the express leaving Harbin the following Friday, arriving Chita Sunday and Moscow the following Sunday, mails containing newspapers, printed matter, etc., cannot be afforded the same rapid transmission owing to lack of space on the express trains. Such mails will therefore take from 10 to 15 days longer in transit. Letters should be plainly marked "Via Siberia."

Shanghai Postal Districts.—Within the next few months Shanghai is to be divided for postal purposes into metropolitan districts as follows: North, East, South, West, Central and C. F. (Concession Francaise.) with eight large, complete sectional offices.

Currency.—(for the purchase of stamps and payment of postal charges). Mexican and Yuan silver dollars=100 cents in stamps.

Subsidiary silver coins, copper coins and cash are accepted at rates fixed periodically by the Postal Commissioner.

Prohibitions.—It is forbidden to send by post articles which from their nature may soil or damage the correspondence, also contraband, explosives, inflammable or dangerous substances, opium, morphia, cocaine, salt, copper cash, bullion, arms, munitions of war, and coins of all kinds. Articles liable to customs duty, and gold-and silver-ware, jewellery and precious stones may not be sent in correspondence but may be sent by parcel post under special regulations.

THE CHINESE MARITIME CUSTOMS AT SHANGHAI.—

Origin.—For the ten years following the signing of the treaty of Nanking, in 1842, the collection of customs duties at Shanghai was undertaken by the local Chinese authorities directly, and without the assistance of foreigners. The Taotai (prefect) of Shanghai established a customs office in a large joss-house which at that time occupied the site of the present customs building on the Settlement Bund.

A very great deal of irregularity ensued, caused by secret understandings (with a liberal accompaniment of "cumshaw") between certain foreign hongts and the native officials of the customs staff. So great did this corruption become that when in 1850, the British consul at Shanghai, Mr. (afterwards Sir) Rutherford Alcock, intervened and imposed fines and penalties on two prominent offenders, there was a general outcry among British merchants of the port that if the British Government and its officers insisted on preventing smuggling and falsification of manifests by British subjects, while other treaty powers winked at such practices by their nationals, it would become impossible for British merchants, to compete in Chinese trade. The British government, however, stood by its guns.

Foreign Supervision.—The remedy for this loose state of affairs came from an unexpected quarter. In September 1853 the walled city of Shanghai was captured by rebels and the Taotai, together with the chief magistrate and other officials, sought refuge in the foreign settlement, which had declared an armed neutrality towards both of the contending forces (although not before the settlement had been invaded and the customs house on the Bund looted and burned. This is the only invasion of the settlement recorded).

All customs collections and ship clearances became impossible under the existing conditions, and, in order to facilitate matters for his nationals, Mr. Alcock undertook to grant clearance to British ships against the deposit of securities to cover legal dues. After a months' trial, however, as he found that he was not supported in this measure by other nationalities, he was forced to abandon the expedient.

A large number of make-shifts then followed, alternately accepted and disavowed by the treaty nations. Ultimately, in July 1854, an arrangement was made with the Taotai whereby a board of foreign inspectors was appointed to take charge of the local collection of customs revenues. The three gentlemen composing the board were; in order of seniority: Messrs. Arthur Smith, (French); Lewis Carr, (American); and Thos. F. Wade, (British). Mr. Wade resigned in the following year and Mr. H. N. Lay was appointed in his place.

The success, financially, of the new system was apparent to the government at once, although local criticism continued to be levelled for some time. The French and American inspectors, being also engaged in consular affairs, gave less attention to customs matters than did Mr. Lay, who, after reorganizing the Shanghai office proceeded, at the request of the Chinese government, to do the same thing at other ports. In 1861 Mr. Lay was formally appointed "Inspector-General" of the Imperial Chinese Maritime Customs.

Owing to ill-health, caused by a wound which he suffered while serving as a volunteer in the defense of the settlement at Shanghai, Mr. Lay was compelled to return to England on leave, and while there, engaged, on behalf of the Chinese government, in the building and equipping of what became known as the "Lay-Osborn Flotilla." This nucleus fleet of seven steamers was, for various reasons too complicated to explain in this place, destined never to serve the Chinese government, and, because of difficulties which arose in connection with it, and also, it is said, because of his imperious temper in dealing with Chinese officials, Mr. Lay was dismissed from his post (with a solatium of £14,000) on November 15th, 1863.

He was succeeded by Mr. (later Sir) Robert Hart, who had first come to China in the British Consular Service in 1854, and who was destined to be the right-hand man of the Chinese government during

many stormy years. It is as a monument to the ability and far-sightedness of the late Sir Robert Hart, (he died in 1911) that the Chinese Maritime Customs exists to-day, an organization manned by officers of all nationalities, but with the chief control in the hands of foreigners, working in harmonious co-operation for the good of China. It may be said that the Customs, together with the Post-Office and "the Salt," and, in a lesser degree, the railways, in all of which the foreign influence is much in evidence, are probably the only efficient government departments in the republic. In China there is much talk but little amendment.

The present Inspector-General of Customs is Sir Francis Aglen, with offices at Peking. In accordance with an understanding reached in 1898 the position of Inspector-General will continue to be held by a British subject as long as British trade in China predominates.

The local Customs staff comprises some 1,500 officers of all ranks, foreign and Chinese. The senior officers at Shanghai are:

Commissioner: L. A. LYALL; Deputy Commissioners: A. J. BASTO (Native Customs); H. KISHIMOTO (in charge of General Office); H. E. PRETTEJOHN (in Charge of Appraisal Department); L. A. LAWFORD (Actg. Dist. Accountant).

The Customs at Shanghai are divided into the following Departments: Statistical, Revenue, Harbour, Marine, (Coast Inspectorate), Revenue Steamers, Works.

The premises of the Customs on the Bund enjoy a peculiar status. Although in the Settlement they are not in the jurisdiction of the Municipal Council. A sort of extra-extraterritorial position, in fact.

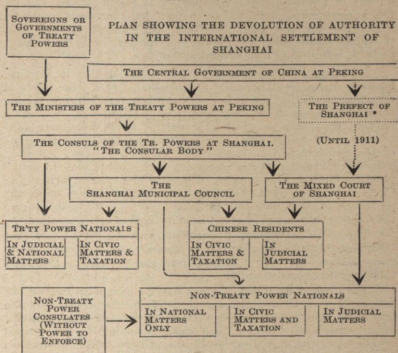
Note.—For the next couple of years, during the re-building of the Custom House on the Bund, the temporary offices will be on Szechuen Road, directly behind the Hongkong and Shanghai Bank Building.

LIKIN.—The likin tax does not usually affect newcomers. It is a transit tax on goods carried between provinces, and, in some cases, between points in the same province. In the case of goods imported from abroad it is covered by a substitute tax of one-half the import duty for a "transit pass." Goods so covered are not subject to likin.

The likin is of comparatively modern growth, being one of the many effects of governmental shortage of money during the Taiping rebellion. It can be said to be wholly bad in its effect on Chinese trade in the interior.

THE SALT GABELLE.—Visitors to China sometimes wonder at finding salt included in the list of prohibited imports alongside of opium, cocaine and weapons of war. The reason is that in China from time immemorial the manufacture and sale of salt has been a governmental monopoly and one of the chief revenue sources of the

country in times past. The salt revenue is under foreign control as security for the £70,000,000 Reorganization Loan of 1912-1913 and "The Salt Gabelle," or for short, "The Salt," is the gallicized name for the department.



* Until the Revolution in 1911, The Mixed Court Chinese Magistrates were appointed by the Taotai, or Prefect, of Shanghai on the authority of Peking, and the Foreign Assessors by the Treaty Power Consular Body. Since that date both Magistrates and Assessors are appointed by the Consular Body.

EXTRATERRITORIALITY.—The world has heard much of the word "extraterritoriality" of late, especially during and since the Washington Conference. The subject is one upon which whole libraries could be, and have been, written, but in this place it is only possible to give the briefest outline of this, to the foreign resident in China, most important of judicial expedients.

Extraterritoriality may be simply defined as a system arrived at by treaty between powers whereby a foreign nation is authorized to exercise complete jurisdiction both in civil and in criminal matters over its own citizens resident in the territories of the other nation, and whereby the other nation waives all its rights of punishment or coercion over the citizens of the first.

This very peculiar system has been in force in China since the early days of the last century, when foreign nations, with a view to securing for their nationals exemption from the often cruel, and nearly always unusual, Chinese forms of punishment, and the horrors of Chinese prisons, incorporated in their first treaties with the ancient empire, clauses which provided that each would be responsible for the good behaviour of its own people, and providing means whereby violators of the law could be brought to book before their own several authorities.

"It should be borne in mind" says Mr. Mahlon H. Perkins, formerly Mixed Court Assessor at Shanghai, "that these rights of exemption from the Chinese law are not inherent rights appertaining to every foreigner the moment he arrives on Chinese soil, but belong only to the nationals of those countries which have concluded treaties to this effect with China. Several nations, especially some of the South American states, have no such treaties, and their citizens could not properly claim any such exemption. In actual practice, however, the number of persons of non-treaty powers in China is very few, and they often become registered as under the protection of, or "protéges" of, treaty powers; and to this course the Chinese Government has not been inclined to take exception."

The above has been very considerably altered by the fact that Germany, Austria-Hungary and Russia, and all the many minor nations carved out of their remains, have, since 1914, lost their extraterritorial standing.

The method by which Western nations sought to control the actions of their citizens thus exempted from the operation of the laws of the country in which they dwelt, was to clothe their consular officers with judicial powers, each consul becoming the judge in his own district, with appeal to the Minister at Peking or, in some cases, to the Supreme Court at the capital of the country in question. This system is still in force among the lesser treaty powers represented in China.

In the course of time it became necessary, in the case of those nations having large numbers of resident nationals and wide commercial interests in the country, to set up some more efficient means of administering the law, and, first Great Britain, and at a much later date, the United States, established courts of law clothed with full powers at Shanghai where all except minor cases are tried according to the laws in force in their own countries.

Although acceded to without demur by the Chinese authorities at the time of the signature of the treaties, the principle of extraterritoriality has since become a very sore point indeed. The Chinese, especially since the inauguration of the so-called Republic, and perhaps not without cause, have felt that the system was derogatory to their country and an infringement of their rights.

"Extraterritoriality" says the authority quoted above, "has no justification as a permanent arrangement beyond such date as the administration of the Chinese law shall be brought to a parity with that of other nations, and its length of life will therefore be in inverse ratio to the progress that is made in that direction."

As things stand at this juncture, "the expectation of life" mentioned above would be called by insurance men a very good risk. China must first put her house in order, establish a firm and responsible central government, secure obedience from her provincial governments to the central government, reform her laws according to modern ideas, and then train up a generation of learned, impartial and incorrupt judges, and finally prove by a long course of just and even administration of the courts that she is fit to resume the powers which she formerly signed away, before the knell of the extraterritorial principle will be heard in the land.

Foreign residents in China know that without the protection of extraterritoriality, life in the country would, as things are now, immediately become intolerable, and that neither their liberties nor their fortunes would be safe for a moment from the greed and intolerance of a corrupt officialdom.*

* Mr. E. S. Benbow-Rowe, the Secretary of the Shanghai Municipal Council, who was good enough to read over the foregoing before publication, expressed disagreement with some of the statements made therein. Mr. Rowe stated that to his mind the constant accusation that the Chinese people are unfit to govern other human beings is as gall and wormwood to a highly intelligent people and an unnecessary wounding of the susceptibilities of a race which boasts of a degree of culture, in some respects, far beyond that of western civilization. Extraterritoriality, from the Chinese viewpoint, was the logical outcome of their ancient system of delegating responsibility. Thus, under the Chinese system a governor of a province or the headman of a village would be punished for irregularities or disorders occurring within his jurisdiction, the Central Government paying no attention to the actual delinquent—it being the province of his immediate superior to punish *him*.

Therefore, when foreigners first came to the Middle Kingdom it was simply the logical thing for the Chinese Government to make the consul responsible for the doings of his nationals, he standing in the position of headman over them, and answerable for their misdeeds.

The writer has not before heard this view expressed, and without altering anything in the paragraph, adds Mr. Rowe's comment as an interesting theory.—G.

THE ORGANIZATION AND GOVERNMENT OF SHANGHAI.—With the signing of the Treaty of Nanking between Great Britain and China in 1842, and the quickly-succeeding treaties with other nations in the following years, an entirely new and unique situation was created on the China coast.

Previous to this time the foreign merchants had been strictly confined to Canton and their trade was practically dependant upon the whim of the mandarin appointed by Peking to supervise foreign trade; the "Hoppo."

In 1842, China, besides ceding the island of Hongkong to Britain; agreed to throw open five ports along her coast line to foreign residence and trade. In this place is intended to attempt to give a short account of the rise and development of local self-government in Shanghai, the most northern of these ports.

The original area set apart for the use of foreigners at Shanghai consisted of one square mile, perhaps one-thirtieth of the present area of Greater Shanghai, situated half a mile north of the walls of the native city of Shanghai. The first Consul to take up his residence was Captain Balfour, a British naval officer. Shanghai was formally declared open on November 17, 1843.

The necessity becoming immediately evident, Captain Balfour, working in collaboration with the then Taotai, or prefect, of Shanghai, proceeded at once to draw up a *modus vivendi*, a set of regulations whereby foreigners could acquire land and carry on business with the native owners of the soil. This document, known as The Land Regulations, is in essence the charter by which the present International Settlement of Shanghai exists.

At first the development of the new port was not brisk, the few foreigners preferring to live within the walls of the native city, but gradually, as masters of vessels and merchants discovered the trade advantages of the place the settlement grew. By 1850 in which year the *North-China Herald* (now the weekly edition of the *North-China Daily News*) first appeared, there were one hundred and fifty-seven resident foreigners, and about twenty-five foreign hongs doing business in the port.

In the beginning there seems to have been some tendency to regard the original settlement as under the exclusive jurisdiction of the British consul. In 1849 the French secured the narrow strip of land between the native city and the settlement as a separate concession and about the same time American interests seem to have set up a sort of claim to the district north of the Soochow creek where their consulate was situated. No record exists, however, of any concession, properly so-called, having ever been granted to the United States. Foreign residents in every case were under the exclusive jurisdiction of their several consuls.

The business and wealth of the place was concentrated in the area of the original (British) concession. A "Committee of Roads

and Jetties" composed of representative merchants was the first step towards self-government. The difficulty of policing the turbulent district north of the Soochow creek, in Hongkew, where a number of sailors groggeries and other such places of entertainment were situated resulted in that section linking its fortunes with those of its wealthier and better organized neighbour. The inhabitants of the French Concession, at first also showed a disposition to throw in their lot with the Settlement, but this was promptly vetoed by Paris, where a fear seems to have been entertained that the comparatively small interests of French trade would be sacrificed to the larger ones of Britain and the United States unless a separate status was maintained.

It had been intended from the first that residence in the foreign allotted area should be reserved for foreigners and for those Chinese immediately connected with their households, but during the stormy period of revolution from 1850 to 63 there came such an enormous influx of Chinese seeking refuge from their fellow-countrymen that, on grounds of humanity, place had to be found for them. It was estimated that over a million and a half Chinese sought the protection afforded by the guns of foreign ships at Shanghai.

This influx imposed a very large burden of expense in providing police and sanitary supervision upon the resources of the infant municipality and it eventually became necessary to impose taxation upon the Chinese residents although they continued to be rigidly excluded from participation in the government of the Settlement.

This period of the Tai-ping rebellion was an exciting one for Shanghai. The rebel capital was established at Nanking and they held all the more important cities in Kiangsu province. For ten years the community received no protection from the Chinese government and relied for its safety on the naval forces of the Powers, the local volunteer organization, (q.v.) and upon that famous mercenary force which later became known as the "Ever-victorious Army" (q.v.) A zone of protection with a radius of thirty miles was finally formed and maintained around the Settlement.

At this period the proposal was seriously put forward by the Municipal Council that Shanghai and its environs should be made into an independant free city after the manner of the mediæval Hanse towns. This suggestion was severely frowned upon by the foreign ministers; the British consul at Shanghai, as senior consul, backed by his minister at Peking, declaring that "the plan proposed is one which the land-renters can not legitimately adopt, seeing that the territory belongs to the emperor of China, who merely accords foreign powers, that have entered into treaties with himself, an extraterritorial jurisdiction over their own citizens resident in this port, but retains for himself all authority over his own territory and subjects. The present system may be extended and improved upon

..... by clothing the Council with authority derived from the emperor. but even this cannot be effected without the consent of the ministers of the treaty powers, supported by the concurrence of the Chinese authorities."

The existing form of government in Shanghai may be said to date from September 21, 1863 when a meeting of the land-owners of the Settlements, except the French, agreed to the amalgamation of their interests and formed themselves into "The International Settlement of Shanghai, North of the Yangking-pang."

This amalgamation, according to Mr. H. B. Morse, in "The International Relations of the Chinese Empire" here quoted in part, received the approval of the ministers of the treaty Powers with provisos that territorial authority should be derived directly from the Imperial government through the foreign ministers; that such authority should not extend beyond municipal matters, roads, police, and taxes for municipal objects; that the Chinese should be under Chinese jurisdiction as much as in the Chinese city (see Mixed Court); that foreigners should be under the jurisdiction each of his own consul; and that there should be a Chinese element in the administration. The last stipulation has never been fulfilled and although efforts were made in 1905 and since, the Chinese residents of Shanghai, except for an advisory committee without voting powers, are taxed and governed without direct representation on the Council. The third proviso also; that regarding jurisdiction over Chinese, has since been considerably altered.

At first the right of the Chinese authorities to collect taxes from their own people resident within the limits of the settlement was admitted and acted upon, but the numerous difficulties which ensued caused the Council to offer to undertake, in agreement with the Taotai, "to collect from Chinese residents a double rating on rentals; 20 per cent. instead of 10, and that half of the taxes so collected should be turned over to the Taotai, provided that no further taxes should be imposed by the Chinese authorities upon the Chinese residents."

"This arrangement was excellent in requiring the Chinese to contribute to the expenses of both municipal and national governments, but it does not seem to have ever been carried into effect, and Shanghai is the sole instance in the world of a large and wealthy community which, while providing for its own municipal administration, provides nothing, beyond insignificant customs duties, for the protection which, in theory, is supposed to be given by the Chinese government and in practice, is given by a half-dozen of the foreign powers having extraterritorial jurisdiction." (H. B. Morse).

PRESENT ORGANIZATION.—The Council for the Foreign International Settlement of Shanghai, north of the Yang-king-pang, or briefly "the S.M.C." consists of nine members elected annually

by the ratepayers. Ratepayers are householders who pay taxes on an assessed rental of at least five hundred taels, or who are owners of land to the same value, being foreigners.

The members of the council give their services without remuneration. The Chairman of the Council is chosen by the councilmen from among their own number.

A Chinese advisory committee nominated by the Chinese taxpayers was established in 1921. It has no vote.

Meetings of the council are not open to the press or public, the council making public as much as it thinks fit through the official Municipal Gazette, which is published weekly.

Meetings of the ratepayers are held annually in April, budgets for the coming year are voted upon; the reports of the previous year are passed upon and such other matters dealt with as may be of public interest. No unusual measure can be taken without a meeting of the ratepayers, any twenty-five of whom can call a special meeting which has powers as full as has the annual meeting.

Ratepayers meetings are usually very dull affairs, and it would seem that Shanghailanders are so well satisfied with their form of government that it is sometimes difficult to get enough of them to turn up at the annual meeting to form a quorum.

Civic Departments.—The departments into which the civic administration is divided are as follows: Secretariat; Public Works; Police; Fire; Health; Education; Electricity, and Finance.

THE FRENCH CONCESSION

The management of the French Concession is practically the same as that of the International Settlement, there being a Conseil Municipal of eight members, four being French and four of other nationalities. One half of the council withdraws each year and is re-elected or replaced.

The French consul-general enjoys a right of veto over the proceedings of the French Municipal Council.

SHANGHAI MUNICIPAL COUNCIL

Members of the Shanghai Municipal Council, 1924

Mr. S. Fessenden—American, Chairman of the Council, of the law firm of Fessenden, Holcomb and Snyder.

Mr. W. P. Lambe—British, Vice-Chairman of the Council, of Wisner & Company.

Mr. P. L. Knight—British, of Mackinnon, Mackenzie & Company.

Mr. V. G. Lyman—American, of the Standard Oil Company.

Mr. E. F. Mackay—British, of Butterfield & Swire.

Mr. S. Sakuragi—Japanese, of the South Manchurian Railway Company.

Mr. G. L. Wilson—British, of Palmer & Turner.

Mr. P. W. Massey—British, of Holyoak, Massey & Co.

Mr. A. E. Baker—British, of the Hongkong & Shanghai Banking Corporation.

The total number of votes returned at the Municipal Elections, March 3rd and 4th, 1924, was 801 (Roughly one-third of the registered Ratepayers), there being 16 irregular papers. Messrs. P. W. Massey (387) and A. E. Baker (375) each received less than half the total number of votes. The voting was as follows :—

Mackay, E. F. 676 ; Sakuragi, S. 651 ; Lambe, W. P. 509 ; Fessenden, S. 506 ; Knight, P. L. 477 ; Wilson, G. N. 447 ; Lyman, V. G. 432 ; Massey, P. W. 387 and Baker, A. E. 375.

HEADS OF DEPARTMENTS, PERMANENT STAFF, S.M.C., 1924:

Secretariat : Acting Secretary and Commissioner-General, E. S. Benbow-Rowe. Asst. Secretary, J. M. McKee.

Police : Commissioner, K. J. McEuen. Deputy Comm., Major A. H. Hilton-Johnson.

Volunteer Corps : Commandant, Col. W. F. L. Gordon, C.M.G., D.S.O.

Fire Department : Chief Officer, M. W. Pett, Deputy Ch. Officer, J. G. Dyson.

Health Department : Commissioner of Public Health, C. N. Davis, M.D.

Works Department : Commissioner of Public Works, C. Harpur. Parks and

Open Spaces : Superintendent, D. McGregor. Electricity Department :

Engineer-in-Chief, T. H. U. Aldridge. Finance Department : Treasurer and

Comptroller, E. F. Goodale, A.C.A. Revenue Department : Commissioner of

Revenue, E. L. Allen.

THE MIXED COURT.—In Shanghai citizens of the treaty powers are under the judicial authority of courts of their own nations, the British under that of the British Supreme Court established in 1865 ; the Americans under the United States Court for China, formed in 1906 ; and the rest under their various consular judges and tribunals.

Non-treaty foreigners, that is nationals of countries not enjoying extraterritorial status (in which group are now included as the result of the peace settlement with China ; Germany, Austria, Russia, and the citizens of countries formed from former integral portions of ex-enemy countries and of Russia), together with all Chinese in the settlement are under the jurisdiction of the International Mixed Court, a tribunal deriving its authority from both the government of China and from the Shanghai Consular Body. It was established in 1864 as a result of the disorganization of the native courts following the Tai-ping rebellion. This court is well worth a visit from the traveller interested in legal procedure or sociology. It is situated at 3, North Chekiang Road.

Cases in this court are heard by a Chinese magistrate, appointed by the Consular Body, and a foreign assessor, who acts as the deputy

of his consul-general. The "assessors of the day" are appointed every year by the consular body. In 1924 they are British, American, Italian and Japanese. Assessors from the other consulates sit only in those cases which concern the interests of their nationals. Chinese law modified to some degree by foreign procedure is the law of the Court. The language is Chinese. Many interpreters are, of course, necessary.

This court has been described as one of the most powerful in the world as there appears to be no competent appeal from its sentences. In order to spare the feelings of the Chinese the court does not utter formal sentences of capital punishment, but the effect is identical and the court's formula "that the prisoner be turned over to the Chinese authorities at the Arsenal to be shot" has sounded the knell of many an armed robber, bandit or murderer. The sentence is carried out very efficiently outside the limits of the Settlement.

In the French Concession a similar court exists, but in this case the assessor is always French.

THE COURT OF CONSULS.—This court consists of three consuls of the treaty nations, usually the three senior. It was established in 1870 in order to have a tribunal before which suits against the Municipal Council could be brought. This is its sole function. It very rarely sits.

Convicts and Prisons.—Foreigners sentenced to prison terms by their Consular Courts in Shanghai are disposed of as follows: British, to the British Goal in Amoy Road, locally. Americans, to Bilibid, at Manila. French, to the French Goal, locally, Japanese to Japan. Other nationals of treaty powers to the nearest permanent prison of their own nation, either in Europe or in a colony.

Russian, German and Austrian offenders, and those of all other non-treaty nations convicted in the Settlement, as well as all Chinese so convicted, are sent to the Shanghai Municipal Goal in Ward Road. If the offense is committed outside the Settlement it comes under the jurisdiction of the native authorities and the convict goes to a Chinese convict prison. The writer has never inspected any of the local penal institutions so is unable to speak of the conditions. Visitors interested may be admitted by the favour of the Superintendants at Amoy Road (British), and Ward Road (S.M.C.) Permission to inspect a Chinese prison would have to be obtained through the Bureau of Foreign Affairs.

THE DEFENCE OF THE SETTLEMENT.

The Shanghai Volunteer Corps ("S.V.C.")

Embodied 1853. Colours presented 1873. Replaced 1923. Battle Honour: "April 4th, 1854."

The Shanghai Volunteer Corps came into being as a result of the Triad rebellion, which preceded that of the Taipings, in 1853.

The times were very disturbed and the Settlement authorities declared a policy of neutrality toward both rebels and Imperialists. In 1854, however, following a number of outrages committed against foreigners by Imperialist soldiers, of which a large force was lying on the outskirts of the Settlement in the neighborhood of the present Fokien Road, the Volunteers together with detachments from British and American ships attacked and dispersed an overwhelmingly superior force of Imperial troops. The casualties of the foreign forces were three killed and eight wounded, of which two of the men killed and one wounded were Volunteers. This was the battle of "Muddy Flat."

Since that time the Volunteers have been mobilized many times but so far have not been called upon for any sterner work than the maintenance of order during strikes and riots. The force is thoroughly well equipped, thoroughly efficient and makes a very steady showing on parade.

The strength of the Corps at present is 95 officers and 1,438 other ranks, a total of 1,533 made up as follows:

<i>Active Units.</i>				<i>Officers.</i>	<i>Other Ranks.</i>	<i>Total.</i>
Headquarters—Executive	...	...	...	12	4	16
Medical Officers	...	...	...	6	—	6
Chaplain	...	...	...	3	—	3
Light Horse	...	...	...	8	88	96
Field Artillery Battery	...	...	...	5	72	77
Engineer Company	...	...	...	1	30	31
Machine Gun Company (and Tanks)	...	...	...	7	130	137
Maritime Company	...	...	...	3	64	67
Italian Company	...	...	...	2	33	35
"A" Company, British	...	...	...	3	67	70
"B" Company, British	...	...	...	2	65	67
Customs Company	...	...	...	2	74	76
American Company	...	...	...	5	80	85
Portuguese Company	...	...	...	4	98	102
Japanese Company	...	...	...	5	82	87
Chinese Company	...	...	...	5	133	138
Shanghai Scottish Company	...	...	...	3	91	94
Mounted Troop (American)	...	...	...	3	76	79
Total Actives				79	1,187	1,266
<i>Reserves.</i>						
Headquarters	...	...	...	—	1	1
British Infantry Reserves	...	...	...	3	63	66
Other Officers	...	...	...	9	—	9
Light Horse	...	...	...	—	17	17
Italian Company	...	...	...	—	7	7
Portuguese Company	...	...	...	—	11	11
Japanese Company	...	...	...	—	11	11
Chinese Company	...	...	...	—	34	34
Scottish Reserves	...	...	...	—	9	9
Total Reserves				12	153	165

<i>Special Reserves.</i>				<i>Officers.</i>	<i>Other Ranks.</i>	<i>Total.</i>
Electricity Section	...	...	...	1	34	35
Tramways Section	...	...	...	1	25	26
Telephone Section	...	...	...	2	39	41
Total Special Reserves			...	4	98	102
GRAND TOTAL		...	...	95	1,438	1,533

THE GUNBOATS.—"The Gunboat Policy" as applied by the Powers to China in the past has frequently been condemned in righteous accents by home-staying politicians, but it has, nevertheless, in its time put a wholesome fear of consequences in the hearts of the military mandarins and it is the knowledge that "the mosquito fleet" is always ready and willing to take up the cause of legitimate foreign trade that keeps the would-be war-lords of the Yangtze within bounds. The visitor will usually see some of these interesting and historic vessels at anchor in the Whangpoo, off the Bund, resting between patrols up and down the great river.

The historic British gunboat, H.M.S. "Kinsha," originally the "Pioneer" and the first vessel to establish steam communication with the upper Yangtze is now sold out of the service. She was a side-wheeler and was for many years a familiar sight at Shanghai. Her place is now taken by H.M.S. "Bee." A relic of the old "Kinsha," the brass tip of her jack-staff, is honourably preserved in Mr. Charles Shepherd's cozy hotel on Kiangse Road, long a rendezvous for the personnel of the river fleet, while the bronze medallion bearing the Royal Arms of Great Britain which formerly ornamented her quarter-deck is kept as a memento at the Race Club in Bubbling Well Road.

THE COST OF LIVING AT SHANGHAI.

Rents in Shanghai.—House rents are in nearly all cases calculated in taels, room rents in dollars. The range of rentals for residences is very wide, being dependant on, besides the size of the premises, the district, the aspect (a southern exposure being preferred on account of the prevailing breeze during the heat being from that direction), and the question of modern sanitation.

The favourite districts with foreigners are the western (Bubbling Well) end of the International Settlement, and the western part of the French Concession. Houses in these parts are always in demand in spite of the many new houses and terraces which are being added, and rentals there for medium sized houses average from Tls. 100 to 250 per month. Smaller houses, or houses in less favoured neighborhoods, or the type of house described as "semi-foreign," can be had from as low as Tls. 35 per month.

Apartments, unfurnished, may be secured in central locations for from Tls. 75 to 300 per month. Further out, small quarters may be had from Tls. 25 per month. Furnished apartments are quoted in taels and in dollars, and are usually expensive, and the cost of furniture, mattings, carpets, etc., is so low in Shanghai that it is often preferable to fit out your own establishment.

"Key-Money."—This imposition is a Chinese "old custom" and consists in a demand for a payment of the equivalent of from one to three months' rent as a premium for the privilege of renting a house. It is very seldom that a foreign landlord attempts to extort this squeeze and it should in every case be resisted. There are several realty and rental firms in the city whose services may be of assistance to home seekers.

Cost of Furnishing.—Furniture copied from European and American designs is very quickly and cheaply turned out by Chinese cabinet makers and while not equal to Western work in durability is infinitely superior both in appearance and material to furniture sold at the same price at Home. Great care should be taken to see that the Chinese workmen use only seasoned timber as failure in this respect is one of the chief complaints one hears. Wicker or rattan furniture is almost absurdly inexpensive, and with this, and plenty of native mattings, an apartment can be temporarily furnished for a very small sum. Many excellent pieces of good furniture are often disposed of by auction, (the owners going on home-leave, a three-yearly occurrence in Shanghai), for a few taels, taels being also the medium of calculation used at auctions.

Servants.—A much larger number of servants is required in China than would be the case for a family of the same size at home. Although not so numerous as in India, where rigid caste rules prevents one servant from doing another's work under no matter what circumstances, a considerable number of natives is required to perform the duties which at home would be easily, and it must be admitted more efficiently, accomplished by one Sarah-Jane.

The reason for this multiplicity of servants is to be found in the ever-present "face"; a "boy" for example considering himself as "losing face" if ordered to run an errand which is properly "coolie-pidgin."

The newcomer settling here is almost certain to have many "servant problems" to start with, as the Chinese servant invariably takes full advantage of the ignorance of the "griffin" housekeeper, and it is only after becoming familiar with Ah Doo's "little ways" that permanent peace will settle on the household. The housewife, newly arriving, who can manage to secure the services of the complete staff of some family which is quitting the port on leave or retirement is to be congratulated.

"Shop Guarantees."—In engaging a staff of servants some people prefer to engage first a number one house-boy, or a cook, and to make him responsible for the efficiency and honesty of the others whom he then engages. This is done by means of "shop security," meaning that some established and reputable native hong goes his security for honesty and in case of default will make good the shortage or pilferage.

Numbers Required.—A very small household, say man and wife, living in an apartment can sometimes get on with a cook-boy (a servant who combines the functions of a cook and boy), an amah (nurse or ladies' maid), and a coolie, who does the rough work. For larger houses or households the staff will probably consist of cook, number-one house-boy, one or more under house-boys, an amah, a coolie, a gardener, a chauffeur (if a car is kept), a private ricksha coolie; and perhaps one or two "learn-pidgins" will be seen around the premises. The latter are apprentice-boys admitted by the favour of the upper servants, and are unpaid.

Wages.—Average wages in Shanghai at present are as follows:

Cook	...	...	...	...	M. \$18 to 25	per month
No. 1 boy	...	...	...	...	M. \$18	„ 25 „
2nd and 3rd boys	...	...	...	...	M. \$16	„ 20 „
Chauffeur	...	...	...	...	M. \$25	„ 60 „
Amah	...	...	...	...	M. \$12	„ 20 „
Coolies	...	...	...	...	M. \$10	„ 14 „
Gardeners	...	...	...	...	M. \$12	„ 18 „
Ricksha coolie	...	...	...	...	M. \$16	„ 18 „

In the case of a ricksha coolie the wages shown above are for coolies who provide their own vehicle. If the ricksha is provided by the master then M. \$12 per month is usual. Private ricksha licenses, M. \$6.00 per quarter, are paid, by arrangement, either by the coolie or by the master.

Chinese servants in foreign employ invariably supply their own food at their own cost.

Chinese servants need much supervision, especially at first. Chauffeurs, unless checked, can develop an abnormal appetite for petrol, or "gas." Once the servant realizes that "masta" or "mississie" is not to be hoodwinked, he accepts matters philosophically and with a smile. The system of "squeeze," of course, prevails in the household as everywhere else, and the house-mistress must make up her mind to accept the inevitable so long as the "squeeze" is kept within the recognized bounds. It is customary to give an annual "cumshaw" at the China New Year of from a half to a full month's salary according to desert. A system of small fines will often put a stop to infractions of house rules. In some homes a schedule of duties, hours, method of service, household rules,

etc., is written in Chinese and posted in the kitchen and is said to work in a satisfactory manner.

Table Expenses.—Close supervision is necessary over the com-pradore-shop order book for groceries and other food. This is often the principle source of "squeeze." A certain amount of money is usually given to the cook daily for market requirements, but for foods such as fresh meat, vegetables, etc., it is often preferred to deal personally with some responsible foreign, or well recommended native, provision dealer.

Cost of Clothing.—Clothing in Shanghai is reasonably cheap. Chinese tailors are quick and imitative and with proper supervision and with a strict understanding that poor work will be immediately condemned without appeal they can turn out quite good work. The best men's clothing, of course, is that made by foreign firms where only European cutters are employed. Visitors often arrive in Shanghai without suitable apparel for the tropical weather of the hot season and in such cases a Chinese tailor can make half a dozen suits of whites in a couple of days if the customer insists. For heavy clothing and evening kit a longer time is required. The local evening wear for hot weather consists of very light-weight black dress trousers, pleated, unstarched dress shirt, white waistcoat, and a short white mess-jacket of somewhat military cut, which is peculiar to Shanghai. A black tie is worn. For other seasons the conventional evening suit, for less formal occasions the dinner jacket, is *de rigueur*, and is always worn in public restaurants, theatres, at private dinner parties, etc.

The following will give an idea of the cost of men's clothing in Shanghai in Mexican dollars :

Summer suits of white duck, \$12 to 18 per suit. Summer suits of flannel, cool-cloth, palm-beach and other light-weight materials, \$20 to 40 per suit. Between-seasons suits of light woollen materials, \$40 to 65 per suit. Winter suits, \$55 to 80 per suit. Evening suits, \$65 to 100. Trench-coats, \$20 to 35, Overcoats, \$40 to 80. Shirts, tailor-made in linen or silk, (usually with embroidered sleeve initial) \$7 to 15. Silk socks, local knitting, \$2 to 5. White canvas shoes, local make, \$8 to 15, imported \$12 to 20. Walking boots, local make, \$12 to 25, imported, \$15 to 30. Dress pumps, local make, \$10 to 15, imported, \$15 to 25. Straw hats, \$2 to 5. Solar topees, \$8 to 25. Felts, \$10 to 30.

Ladies' Clothing.—Besides a number of first class local modistes who import their confections from abroad, Shanghai is annually visited by a number of representatives of large Paris and New York houses, who open miniature salons at the hotels. These imported models, of course, are more expensive than those of local production, but Shanghai women are noted for style and refinement of dress and these modes are eagerly taken up. Prices asked are

said to range all the way from \$75 to 400, the latter for the more elaborate models. Locally made winter street costumes can be obtained for from \$80 to 175. For summer wear the price can be anything you please, from \$10 to 50. The Chinese tailors are especially clever and successful at running up charming light summer toilettes. Hats range from \$20 to 50. Silk lingerie is cheaper locally than in practically any other city in the world and the laces and embroidery ornamentations are very beautiful and inexpensive. Locally made shoes for walking or in satins and brocades are said to be very good and range in price from \$10 to 18. Imported shoes are slightly more expensive but cost less than they would at home. Silk stockings, local manufacture \$2 to 5, imported, \$8 to 15. Corsets are all imported but are sold as cheaply as at home.

House-tailors, who work in your own home, can be employed by the day or month at a dollar a day. These men are very useful for remodelling clothes, making the childrens' outfits, and the more capable ones can do really excellent work. "Sew-sew" amahs for mending, darning and such work are also very inexpensive.

Chits, Shroffs and Chit-Coolies.—"Chit" is a word which many people never hear until they come East and then it becomes a word of daily use. Chit is properly an Indian term and can be taken to mean anything written in brief form.

In most eastern cities it is unusual for the resident to carry money, other than very small sums, about his person—the coins are clumsy and the notes are often of questionable cleanliness. Therefore, in clubs, cafes, hotels and shops where he is known, he "signs a chit," an IOU, for the amount, which is presented by the "shroff" at the end of the month. "Number-one day," i.e., the first day of the month, when "shroffs run wild" is often an unpleasant day of reckoning for the young man about town.

The system is general throughout the East, and while it is perfectly practical in smaller places where the entire foreign population is known to each other, the opinion is growing that Shanghai is now becoming too big and too cosmopolitan a place for the chit system. An effort was recently made to suppress the system in Hongkong insofar as it applied to chits for drinks at bars, but the ordinance met with much disapproval and is, it is said, practically non-effective.

The word "chit" is also applied to any short written message between individuals or business firms sent by special messengers called Chit Coolies. In days before telephones the system was of immense usefulness, and even now, considering the exasperating delays which often occur when attempting to make phone connections, many people, the writer included, prefer to "send it by chit-book."

The chit-coolie carries a book in which the name and address of the recipient is indicated in English, (the Chinese equivalents being

written on the cover of the message), with spaces for the "chop" or signature, and time of delivery to be written in acknowledgement.

"Shroff" is also a word of Indian origin, and properly means the individual charged with the testing and certifying of coins in the cashier's or compradore's department. It has now come to mean a bill-collector, and the shroff is often a very unpopular person with the thoughtless signer of chits.

THE "EVER VICTORIOUS ARMY."

Ward and Gordon

Shanghai is always associated in the mind of the student of military history with the story of that extraordinary band of modern adventurers who led the "Ever Victorious Army." A very brief sketch must suffice in this place. *Frederick Townsend Ward*, a native of Salem, U.S.A., was born in 1831 and went to sea in early youth. After many adventures in various parts of the world (and his whole life seems to have been one great adventure) he came to the China Coast as second officer in a sailing ship. Finding himself in Shanghai at a stage of the Taiping rebellion when the rebels were making great successes in the near vicinity of the port, in 1860, he offered to raise a force to assist in re-taking Sungkiang, 30 miles distant, recently fallen into the hands of the Taipings. His terms were "No capture—no pay" and his offer was accepted by a local Chinese committee. Ward immediately set about enlisting a mixed force of Filipino and foreign adventurers to accomplish his end, and (after a preliminary failure) on July 17th, 1860, with a hundred "Manilamen," as the Filipinos were then called, he attacked and captured the walled city from an almost unbelievably superior force of the rebels. From then on until his death from wounds near Ningpo in September, 1862, he led his motley force from victory to victory despite early obstruction by the Shanghai Consular Body (including his own arrest and detention on a war-ship by the then American Consul) and indiscipline within his force. His death brought forth the highest tributes from the very men who had formerly done their best to hinder him. Ward was undoubtedly one of the most able leaders of men that his country has ever produced and in his early death (31 years) America lost a man who might have become one of the greatest figures in her Civil War. His body was conveyed to *Sungkiang*, the scene of his first success, where a Chinese memorial shrine was later erected and where sacrificial offerings to his manes are still made annually, the only instance of such an honour to a foreigner of which there is record.

He was succeeded in his command by his principal lieutenant, *Burgevine*, but *Burgevine*, although a fine soldier under Ward and exceedingly popular with his men, was a man of fiery disposition, headstrong and tactless and soon became distasteful to *Li Hung-chang*, under whose general control the Force was, and, after several near-mutinies, he was finally removed from his

command. He then took his services over to the Taipings, but met with little encouragement, the Taipings probably suspecting his good faith. After many adventures, and with a price set upon his head by Li, he was finally captured in the South by the Imperialists toward the close of the rebellion. The American authorities requested that he be turned over to them, but by an "unfortunate accident" he was drowned while en route.

Several lesser men succeeded Burgevine in command of the force until finally, in March, 1863, the British government having consented, *Major Charles George Gordon* ("Chinese" Gordon, later to die heroically at Khar-toum), of the Royal Engineers, assumed command of the force. He reintroduced discipline, changed the composition of the force until it was composed solely of Chinese rank and file under foreign officers, and "gave them their hearts desire—Victory." From that time until the capture of Soochow, which broke the strength of the Taipings, on December 4th, 1863, the history of the force was a constant series of successes against enormous odds. The massacre of the *Taiping Wangs* (princes) on Li's orders after the capture of Soochow sickened Gordon of Chinese methods and matters were never wholly mended. It must be said for Li that he had very strong justification, from the Chinese point of view, for his action.

The "Ever Victorious Army" was disbanded in 1864, Gordon being honoured with the "yellow jacket" and the "peacock's feather," but refusing to accept any monetary reward. A very good account of this Force will be found in H. B. Morse's "International Relations of the Chinese Empire," vol. 2.

The Shanghai post of the American Legion (Great War Veterans) is named in honour of General Frederick Ward, and a monument to the 48 foreign officers who lost their lives under the banner of the "Ever Victorious" can be seen in the Bund Garden.

The "Cycle of Cathay."—The present year is the first year of a new Chinese cycle of sixty years. Its style is "the first year of the rat."

"The first year of a cycle is always considered in China an auspicious year as was the last, 1864, 60 years ago, when the country could again settle down after the Taiping Rebellion. The Chinese Lunar Calendar calculates time in units of cycles of 60 years, each year of which is designated by two characters, one called the stem and the other the branch. Of the former there are 12, and of the latter 10 distinctive characters, which follow in regular order, thus in a cycle any stem character appears five times and each of the branch characters six times. The 61st year would therefore start again with the same characters as the first year and instead of being called the 61st year, it becomes the first year of the new cycle.

"In Chinese necromancy a cycle is divided into five periods, each of 12 years, thus corresponding in rotation with the stem characters of the Lunar Calendar. Each year is named after an animal. The following are in regular order the animal designations, and the figures which follow show the corresponding years of the cycle:

Rat	...	...	...	1	13	25	37	49
Ox	...	...	...	2	14	26	38	50
Tiger	...	...	...	3	15	27	39	51
Rabbit	...	...	...	4	16	28	40	52
Dragon	...	...	...	5	17	29	41	53
Snake	...	...	...	6	18	30	42	54
Horse	...	...	...	7	19	31	43	55
Sheep	...	...	...	8	20	32	44	56
Monkey	...	...	...	9	21	33	45	57
Cock	...	...	...	10	22	34	46	58
Dog	...	...	...	11	23	35	47	59
Pig	...	...	...	12	24	36	48	60

By using the above table anybody can easily determine in which year he was born. Thus anybody who enters his fortieth year this year was born in the Cock year, i.e. nine years later than the rat year which is 49. Another example: A person entering his 20th year during this year is five years behind the rat year 25, therefore he was born in the snake year which follows five years after the rat year. The above may interest such as desire to have their fortunes told by a Chinese necromancer." (From a letter by Mr. H. Kliene in *The North-China Daily News*.)

Chinese Newspapers.—There are many newspapers in the Chinese language published in Shanghai, more than in all the rest of China combined, and some of these have great influence with their readers. The offices of nearly all these journals are concentrated in, or near, Shantung Road; the "Fleet Street" or "Newspaper Row" of China. A visit to one of the larger offices will well repay visitors interested in publishing and printing matters. The ease and speed with which the compositors handle the enormously bulky Chinese "case" with its many thousands of characters will awaken admiration. The plants of some of the greater newspapers are as thoroughly up-to-date as anything to be found in America or Europe.

It may be said that the three leading Chinese newspapers are: *The Shun Pao*, *The Sin Wan Pao* and the *Shih Pao*, or *Eastern Times*. The circulation of these papers is stated to be from thirty to fifty thousand daily. There is no A.B.C., (Audit Bureau of Circulations) in China. It is estimated that twenty-five per cent. of the native population of the city is able to read.

Books for Reference.—Shanghai and District.

Carl Crow: Handbook for China	...	...	...	...	\$4.00
Darwent, Rev. C. E., Shanghai, a handbook for travellers and residents	...	...	...	...	\$3.00
Jernigan, Shooting in China	...	...	...	...	\$5.00
Ready, O. G. Sport and Life in China	...	...	...	...	\$7.50
Wade, H. T. Rod and Gun in the Yangtze Valley	...	...	...	...	\$7.50
Cloud, F. D., Hangchow, City of Heaven	...	...	...	...	\$2.00
Du Bose, Rev. H. C., "Beautiful Soo" (Soochow)	...	...	...	...	\$1.50
Gamewell, M. N., The Gateway of China (Shanghai)	...	...	...	...	\$4.50
Kahler, W. R., The Hangchow Bore and how to get to it	...	...	...	...	\$0.50
Dyce, C. M., The Model Settlement (1870-1900)	...	...	...	...	\$2.00
Jesus, C. A. Montalto de, Rise of Shanghai	...	...	...	...	\$1.00
Kahler, W. R., Rambles round Shanghai	...	...	...	...	\$2.50
Lanning and Couling, History of Shanghai (2 vols) per vol	...	...	...	...	\$7.50
Pardoe, Margaret M., The Little Garden in Shanghai	...	...	...	...	\$0.75
Ward, J. S., Shanghai Sketches	...	...	...	...	\$0.75
Fitch, Dr. R., Hangchow Itineraries	...	...	...	...	\$0.00
Morse, H. B., The International Relations of the Chinese Empire (3 vols)	...	...	...	...	per vol M. \$10.00

Maps.—Official Map of Shanghai. *The North-China Daily News*.

unmounted	...	...	...	...	M. \$2.00
mounted	...	...	...	...	\$4.00
Mann's Hunting Map of Shanghai District	...	...	...	...	\$6.00
Wade's " " " " " "	...	...	...	...	\$5.00
Ferguson's Waterways maps of Shanghai and Soochow Districts	...	...	...	...	\$
British Ordinance Map of Shanghai District	...	...	...	...	\$
Oriental Advertising Agencies Maps of Nanking, Chinkiang, Hangchow, Soochow, Ningpo, Hangkow and Kiukiang	...	...	...	...	75c.

The Architecture of the Early Settlement.—Very few examples remain of the foreign architecture of Shanghai in its earliest period. Probably the oldest buildings now existing are the old Bowling Alley, at 49, Nanking Road; the old building opposite the Administration Building at the S. W. corner of Kiangse and Foochow Road (recently restored), and the old hong building with its compound on the S. W. corner of Siking and Kiangse Roads.

Opium.—Opium smoking and the sale of the drug are prohibited in the International Settlement and many thousands of dollars worth of confiscated opium and paraphernalia is destroyed annually. Despite the utmost vigilance on the part of the police and customs officers a very large amount of the drug still manages to find its way into the city. The daily newspapers constantly record fines or imprisonments for breach of this ordinance.

Trademarks in China.—As this book goes to press the subject of the Trade-Mark Law is causing some tension between the Diplomatic Corps and the Peking Government. Briefly what Peking proposes and what the Powers object to is outlined in the following :

"Without consulting the various Legations the Peking Government promulgated in May, 1923, a law providing for the registration of trademarks which gives to foreign firms six months within which to register existing trademarks which they could use in China. A Committee of the (American) Chamber cooperated with a committee from the British Chamber at Shanghai in reviewing this trademark law and suggested certain changes which would make the law more suitable to the conditions which exist in China. In general the law is considered to be a good law but the joint committee of the two Chambers recognize that no matter how good the law may be it will not give the desired protection if it is not properly administered. On March 7 the foreign chambers of commerce at Shanghai representing the national commercial interests of America, Great Britain, Belgium, France, Netherlands Italy, Japan, Norway, Sweden and the General Chamber representing all foreign interests, sent a strong memorandum to the Diplomatic Body at Peking protesting against ratification of the new Chinese Trade-mark Law.

"Their (the foreign Chambers) main cause of anxiety is not merely the fact that Law makes no provision for foreign participation in the administration of the Bureau but the further fact that, in case of dispute with the Bureau as to whether a trade-mark is registrable or not, articles 29 to 36 provide only for appeal to purely Chinese bodies, namely in the first instance to three trade-mark judges, who are to be appointed by the Bureau, next to the Ministry of Agriculture and Commerce and finally to the Administrative Court....." (Extract from American Chamber of Commerce Report, 1924).

As this is construed to be an attempt to nullify the extraterritorial privileges of the Treaty Powers it is likely that a long series of negotiations must ensue before the matter is settled. The Trade Mark Law is reviewed at length in the April number of the "British Chamber of Commerce Journal."

Lotteries.—Lotteries are forbidden within the International Settlement. "Several attempts have been made in the course of the year to obtain sanction for exceptions to this general policy, notably in the case of a lottery proposed to be conducted in the French Concession in aid of the Russian Relief Committee, and in respect of which it was desired that tickets should be sold in the Settlement.

After full consideration of this proposal in all its aspects, the Council came to the conclusion that it could not sanction action which would be so inconsistent with its policy laid down and adhered to in the past, and the proposer of the scheme was accordingly informed that the application was one which could not be entertained." (Extract from the Annual Report of the S.M.C., 1923) Despite the ban Chinese lotteries flourish on the outskirts of the Settlement, just across the border, and as these are often mere swindles, the visitor is cautioned to beware of ticket peddlers who visit offices, etc. Occasional lotteries sponsored by public bodies are sometimes arranged

(usually for charity or relief work) in the French Concession, where the regulations are less stringent. The advertisements of these legitimate lotteries appear in the newspapers. Tickets sell for from two to five dollars and the capital prize may be as much as \$M50,000., with many lesser prizes.

CHINA OF TO-DAY.

A Word about the "Government of China."—In theory China is a centralized Republic, with eighteen Provinces in China proper, three in Manchuria, and certain dependencies, such as Thibet and Mongolia, owing allegiance to the government at Peking. The allegiance is mostly owing.

In fact, China, at the time of writing is a congeries of petty principalities ruled or misruled according to their whim by a number of greater and lesser military satraps styled Tuchuns. These military governors pay practically no attention to their civil colleagues or to the mandates of the Presidential government, and collect the provincial revenues, raise armies, and wage war upon each other to all intents and purposes as sovereign rulers of their provinces.

The line of demarcation between tacit disobedience and open rebellion is less strongly drawn in the North than it is in the South, where Sun Yat-sen, a visionary with strong communistic leanings has proclaimed a "Constitutionalist" government at Canton, and claims that Peking owes obedience to him. As constitutions are manufactured annually, (more or less) practically all the various governments or parties can claim to be "the constitutional government." All this while the great mass of the Chinese people, who are only interested in the matter according to the amount of taxes wrung from them, go placidly about their business as best they can, cordially detesting all soldiers and brigands, often synonymous terms.

This state of affairs has occurred in China before now in her long history and no doubt the needed "strong man" will eventually materialize to weld the mutinous provinces into a powerful whole, capable, and financially solvent, and on whose edicts the terminal formula of imperial days,—*"Tremble, and Obey!"* shall bear a real meaning.

For the rest the newcomer who desires to secure a measure of understanding of Chinese politics should consult somebody long resident in the country. Constant shifts and "arrangements" between various provincial military chiefs render any intelligent remarks on this subject impossible in the small space here available.

The Humbug of Peking (An observer's view).—"The usual tests of the genuine existence of a Government are its ability to collect-money and control its disbursement, the ability to give orders to armies and have them taken, and the ability to shoulder and

honorably discharge international obligations. According to none of these standards is Peking a government. Loyang (the headquarters of General Wu Pei-fu) qualifies in the two respects of being able to collect and disburse money and of being able to order armies about. Loyang has not undertaken the burden of international obligations, and will not do so until the Powers openly declare that Peking is a humbug and a farce. . . . Wu Pei-fu's great game now is to have two centres in China, one taking all the power and collecting and spending all the money, namely Loyang, and the other assuming all the responsibilities and obligations with absolutely no power to discharge them, namely Peking. Foreign recognition of Peking means loyal concurrence in this scheme and cannot possibly mean anything else, whether to China or to the Powers." (Mr. Rodney Gilbert, in the *North China Daily News*).

The Soochow Creek and "Sovereign Rights."—Obstructionism is unhappily one of the outstanding features of the conservative Chinese character. Any attempt by foreigners to effect improvements, no matter how greatly needed, is almost invariably met with a chorus of protests that "the foreigners are again attempting to infringe the sovereign rights of China." In Shanghai one of the outstanding examples of the result of this obstruction policy is to be seen in the state of Soochow Creek, a very important waterway connecting the city with Soochow and the Grand Canal. This creek, which is under native control entirely, has been silting up for many years past and although the various foreign organizations interested have done every thing in their power to amend matters, the jealousy of native interests, (which would be largely benefitted by the improvement of the creek), still manages to hold up all attempts to get the work under way.

"In order that the public may have correct information regarding the status of the old controversy pertaining to the improvement of Soochow Creek we reprint the following summary which appeared in these columns during last November:

- Oct. 1918—Shanghai Harbor-master reported to the Whangpoo Conservancy Board regarding the serious condition of Soochow Creek.
- Jan. 22, 1919—Whangpoo Conservancy Board circulated local commercial bodies regarding a survey of the Creek and invited the co-operation of the Chinese Commissioner of Foreign Affairs in an attempt at improvement.
- April 1919—Chinese Commissioner of Foreign Affairs notified Whangpoo Conservancy Board that the native Kiangnan Conservancy Bureau had been instructed to dredge the Creek and requested the Whangpoo Board to cancel its project.
- Sept. 1919—Kiangnan Bureau started dredging near Ichang Road.
- Nov. 1919—Whangpoo Consulative Board referred the question to the Consular Body.
- Dec. 4, 1919—Consular Body referred problem to Civil Governor of Kiangsu Province stating that because of the congestion at the mouth of Soochow

Creek, the matter of dredging should be undertaken by the Whangpoo Conservancy Board which has charge of harbor improvement.

- Dec. 1919—Special Consular Committee expressed dissatisfaction with inefficiency of the native Kiangnan Conservancy Bureau as indicated in lack of activity and funds.
- 1920-22—Kiangnan Conservancy Bureau made several attempts to dredge and improve Creek but ineffective because of lack of funds except small donations from various guilds which use creek for transportation of merchandise.
- Jan. 1923—Whangpoo Conservancy Board informed Chinese General Chamber of Commerce that it was willing to undertake the work of dredging and improving Soochaw Creek acting as a contractor and lending the Kiangnan Conservancy Bureau the money with which to pay for the work.
- Nov. 1923—Mr. Hsu Yuan, Commissioner of Foreign Affairs at Shanghai issues a pamphlet describing the serious situation of the Creek and advising that the Whangpoo Conservancy Board be permitted to undertake the work of dredging and to supply the money for the work.
- Jan. 1924.—Reports in native press that important native guilds realising effect of serious condition of the Creek upon their own interests had decided to raise the money by private subscription in order that the native Kiangnan Conservancy Bureau might be able to do the work.
- March. 12, 1924—Special Committee of American Chamber of Commerce reported after investigation that Creek in serious condition adversely affecting both foreign and native interests, that immediate dredging and policing of Creek imperative and recommending that some method should be devised whereby the Chinese interests might be induced to undertake the work, utilising if possible the engineering facilities of the Whangpoo Conservancy Board.
- March 26, 1924 (to-day) Soochow Creek is still the little dirty congested silted-up stream that it was in 1915-16-17-18-19-20-21-22-23 and still constitutes the same serious embarrassment to the growth and development of MODERN SHANGHAI."—*The China Press*.

Religions of China.—There are four main religious groups in China, three of them intermingling in many details. (A) *Confucianism*. B.C. 479. More a system of ethics and rules for human conduct in daily life. The Great Sage did not presume to prophecy as to the hereafter. (B) *Taoism*. B.C. 570, founded by Lao Tze (Old Son). The religion of the masses and now debased by sordid and superstitious beliefs in evil spirits, demons and a vast pantheon of gods. (C) *Buddhism*. Introduced from India in the first century of the Christian era, during the Han dynasty. Takes a very low form in China. There are attempts at a Buddhistic revival as in Japan, notably at Ningpo. (D) *Mohammedanism*. Introduced about A.D. 700 There are some 15,000,000 followers in China. The religion is kept with comparative strictness and some of the ahungs (imams) have made the pilgrimage to Mecca and understand the Koran in the original.

Christianity.—Nestorian missionaries are said to have penetrated China in A.D. 500. The first authentic record gives the year 635. They were well received and made many converts.

Communities are said to have remained in existence as late as 1300. Roman Catholics (Franciscans) began their work in the early 14th. century. Jesuits came in the 16th century and made great headway. Owing to controversies between the two religious orders on the subject of permitting the reverence or worship of ancestral tablets among converts, (the decision on submission of the question to Rome being against such permission and ordering the destruction of the tablets of Christian Chinese,) all Catholic religious orders were banished in the early days of the Manchu dynasty. The first Protestant mission to China began in 1807.

Places of Worship.—Holy Trinity Cathedral. (C. of E.) Very Rev. C. J. F. Symons, Kiangse Road.

Union Church. Rev. A. N. Rowland. 2 Soochow Road.

Community Church, Rev. C. M. Drury, 7 Route Doumer.

St. Joseph's Church, (R. C.) 79, Rue Montauban, French Concession.

Rt. Rev. P. Paris, Bishop of Silando (in partibus).

St. Andrews Church, (C. of E.) Rev. T. W. Hall, 31 Broadway.

Sacred Heart Church, (R. C.) Rev. R. Jacquinet, 21 Nanzing Road.

Ohel Rachel Synagogue, 40 Seymour Road (Pastorate vacant.)

Mohammedan Mosque, Chekiang and Canton Roads. Rev. Imam Haji Mohammed Saleh.

Some Chinese Superstitions.—No foreigner can really understand the world in which the Chinese live. Apart from the outward appearance of things as we see them, the son of Han is dogged in his every movement by invisible beings, usually malevolent, which it is necessary either to elude, propitiate or frighten away. Just recently, Mr. Elly Widler, a foreigner, who underwent eight months imprisonment at the hands of one of the upper Yangtze "generals," in describing the conditions of his confinement, told how many of his Chinese fellow prisoners were taken out to execution. Immediately following the volley which terminated their lives there came a tremendous din of gongs, rattles and drums—to frighten away their spirits from the scene of death. Anyone who has been in Shanghai for any length of time has seen a Chinese dash madly across a street in front of a fast moving tram or motor, grazing death with the skirts of his long coat, and, reaching safety on the far side, stand and laugh idiotically. His idea, quite a reasonable one to him, is to get rid of the spirits that have been dogging him. *He* got across just in time, the spirits that *followed* him must therefore have been run down and finished. This probably does not apply to the country cousin or the conservative old lady on her "golden lilies" (bound feet) who crosses a street by the simple process of picking out an objective on the other side, closing the eyes tightly, and going for it. It takes a very steady nerve to drive a car without manslaughter in Shanghai.

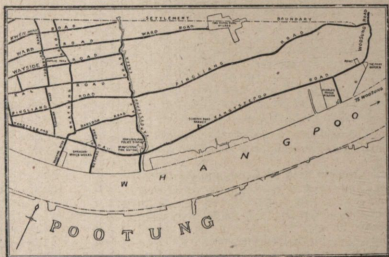
Spirit bridges, with their erratic zig-zags, the curves on Chinese roofs, and spirit walls before entrances, are all for the confusion of the spirits, which are very stupid (in this regard it seems that

Chinese spirits are no different from the semi-idiotic manifestations evoked by Western mediums) and can only follow straight lines. Branches tied to the tops of scaffolding poles of houses under construction, and small mirrors placed over doors or windows are to frighten the spirits away. The spirit sees his hideous face in the glass and takes fright at his own reflection. In the Confucian temple at Nanking the principal entrance has been closed up for many years and admittance is gained by a small side door. Spirits again. The "feng-shui" of the old entrance was bad, so it was changed. Chinese streets are crooked for the same reason, to confuse the ghosts. The dragon, despite his ferocious appearance, is often really a benevolent old sportsman, it seems. A gentleman in Shanghai who suffers from complete deafness but who understands and writes Chinese as few foreigners can, tells the writer that he ascribes the sympathetic and considerate treatment which he always receives from the Chinese to the "well-known fact" that the dragon is also deaf. Dragons can also be troublesome, they are the cause of eclipses among other things. The Jesuit astronomer Verbiest, who died at Peking in 1688, relates how, after having taught the Chinese astronomical board how to calculate eclipses by European methods, at which they proved apt pupils, on the near approach of the phenomenon the members of the board gathered in the courtyard and with gongs and firecrackers attempted to prevent the dragon from carrying out his evil design of swallowing the sun. (Rather a futile proceeding if the dragon is really deaf). Superstition plays a part in every phase of Chinese daily life and after death the very spot in which he is to sleep his long sleep, is calculated for the Chinaman by the geomancers, otherwise he too will become a wandering ghost, making himself a nuisance to the living.

Trades and Professions.—The following list will give an idea of the principal foreign trades and professions of Shanghai. For fuller particulars the reader is referred to the North China Desk Hong List, 1924, (page 379 et seq.) Accountants and Auditors, 13; Advertising Agencies, 16; Aerated Waters, 4; Aeronautical Supplies, 2; Architects, 40; Asbestos, 3; Auctioneers, 7; Bakers and Confectioners, 15; Banks, 53 (see list elsewhere); Boiler Makers, 21; Booksellers and Stationers, 23; Boot and Shoe Dealers, 9; Breweries, 3; Brokers, (General), 8; Brokers, (Exchange), 51; Brokers, (Share), 46; Builders, 13; Butchers, 8; Candlemakers, 1; Cement, 5; Chemical Dealers, 13; Chemists, 26; Tobacco Dealers, 39; Coal Merchants, 39; Contractors, 74; Cork Products, 33; Costumers and Milliners, 20; Cotton Merchants, 35; Cotton Mills, 15; Curios, 8; Customs Brokers, 9; Dairies, 10; Dentists, 18; Departmental Stores, 8; Disinfecting Cos., 1; Dock Cos., 5; Doctors, 60; Dyeing Works, 5; Egg Products, 6; Electrical Goods, 60; Engineers, 114; Estate Agents, 29; Fancy Goods and Embroideries, 34; Feathers, 3; Films, 4; Florists, 6; Furniture Makers, 23; Godown (Warehouse) Cos., 2; Glass, 9; Gold and Silversmiths, 20; Grain Dealers, 2; Hardware Merchants, 40; Hotels, 10; Insurance, 114; Lawyers, 48; Leather Goods, 10; Lighter Cos., 2; Livery Stables, 5; Lumber Cos., 14; Machinery, 68; Marine Motors, 2; Metal Merchants, 41; Monumental Sculptors, 2; Motor Cos., 31; Musical Instruments, 5; Office Supplies, 15; Oil Cake Mfgs., 2; Oil Cos., 9; Opticians,

9; Outfitters, 20; Paint Dealers, 9; Paper Merchants, 32; Periodicals and Newspapers, 35; Photo Supplies, 23; Preserved Fruits, 6; Press Packers, 4; Printers and Lithographers, 40; Railway Supplies, 11; Sailmakers, 5; Shipbuilders, 10; Ships Chandlers, 42; Shippers, 40; Shipping and Forwarding, 58; Silk Filatures, 4; Silk Merchants, 62; Soap Mfr., 8; Stevedores, 7; Surveyors, 29; Sworn Measurers, 2; Tea Merchants, 23; Typewriters, 6; Undertakers, 1; Underwriters, 7; Veterinary Surgeons, 1; Watches and Clocks, 15; Wine and Spirit Merchants, 35; Woollen Merchants, 23.

It will be seen from the above that Shanghai deserves to be described as a healthy city since we can boast of but one foreign undertaking firm.



THE EASTERN (YANGTSZEP00) DISTRICT.

This map shows that portion of the International Settlement not given in the large map at the back of the book.

SHOOTING IN THE SHANGHAI DISTRICT.—There is plenty of game to be found in the neighborhood of Shanghai within a radius of forty or fifty miles, easily accessible by railway or in some cases by boat or houseboat.

Local shooting includes wild pig, tusked river deer, hare, geese, turkey bustard, swan, duck, quail, pheasant, bamboo partridge and wild pigeon.

Unless the hunter is prepared to put up with Chinese accomodation in the local inns; which, although perhaps an interesting experiment once, cannot be honestly recommended; and with Chinese food, the best plan is to engage a houseboat (q. v.) for the trip.

Game Laws.—These are non-existent in China. An occasional local interference may perhaps arise but if the hunter is provided with a travel-pass, referred to later, or if he pays a small amount of "cumshaw," the difficulty disappears.

Within the limits of the International Settlement a local by-law designed to protect the lives of game animals and birds is enforced against the sale of game during certain periods. It prohibits the sale of pheasants after February 16th, and that of deer, hare, partridges and all small birds after March 1st and until September 15th. No prohibition attaches to the sale of snipe, quail, woodcock and wildfowl.

Arms and Ammunition.—Within the limits of the International Settlement foreigners are permitted to possess and carry shotguns without hindrance. Strong prohibitions are enforced against the carrying of pistols, revolvers and rifles, except by authorized persons on duty. A license should be obtained from the police and all arms other than shotguns should be registered.

Outside the limits of the Settlement no license is required for a shotgun but other arms should be covered by a travel-pass (q. v.)

Importation of Arms and Ammunition.—The regulations of the Chinese Maritime Customs permit the individual traveller to bring in personal arms for his own protection. These should be properly declared. The importation and sale of arms other than as above is very severely dealt with. Nearly all the treaty nations have acts forbidding this trade. The customs regulation does not affect the necessity for registering personal arms brought into the Settlement. (See "Customs Declaration.")

Chinese Travel-passes.—These documents grant permission to travel in the interior. According to the treaties they should be obtained for all journeys of more than thirty miles from an open port, but this is rarely done for short trips. Among other matters they carry specifications of the arms, other than shotguns, permitted to be carried, the provinces and districts in which travel is intended, warnings as to unsafe and bandit infested areas, etc. The intending traveller can obtain these from the Chinese Government Bureau of Foreign Affairs by applying through his own consulate. It is not necessary to obtain travel-passes for journeys by rail. The Bureau of Foreign Affairs at Shanghai is situated just outside the French Concession on the right bank of the Siccawei Creek, at the end of the Route Ghisi. Tel. West 713-4.

Hunting Maps.—Probably the best hunting map of the Shanghai district is "Mann's Shooting Map of the District lying between

Hangchow, Nanking, Wuhu and Shanghai." It can be obtained from bookstores or from Messrs. Squires-Bingham. Price Mex. \$6.00. Wade's map is also good. Price \$5.

Houseboats.—Houseboats, as understood locally, are a purely Chinaside institution. They range in size (length) and degree of comfort from very modest accomodation to that of a miniature hotel with ample room for from two to six persons. They are low craft designed to navigate the tortuous waterways and to pass under the innumerable stone bridges of the upper country. They are often advertised for rent in the columns of the local newspapers or can be arranged for with the hotel management. The rental ranges from four to ten taels per day (according to size and fittings) including the pay of the "laodah"; (head boatman). The crew, which varies in number, is paid extra at the usual rate of M.0.50 cents per day per man with a small "cumshaw" or "tea-money" at the end of the cruise. It is sometimes possible to engage a motor-boat to tow the houseboat instead of the usual method of man-towing or "yulohing." Most power-boats however are either privately owned or are the property of some large firm and can only be obtained through "friend-pidgin." Enquiries should be made through the management of the hotels.

In arranging for house-boat or hunting trips the writer would advise the visitor to consult Mr. R. W. Squires, the genial manager of Messrs. Squires-Bingham's sports outfitting store on Nanking Road, whose long residence and experience will be of great assistance.

Fishing in and Round Shanghai.—Written for *Gow's Guide to Shanghai* by Arthur de C. Sowerby, F.Z.S.

Fishing from the sportsman's point of view is in its infancy in China, and it is only recently that anglers have discovered the possibilities that lie in this direction.

Fly fishing may be had in the Shanghai district, where the following species of fish may be caught :

Knife-fish	(<i>Hemiculter leucisculus</i>)
Culter	(<i>Culter oxicephalus</i>)
Bream	(<i>Parabramis pekinensis</i>).

Of these, the knife-fish is the commonest, being a small dace-like fish. It may be had in ponds, creeks and rivers, and may be taken with a light trout-rod, fine line and gut, baited with a black gnat fly on an O O hook, or a cow-dung fly. It may also be taken with paste, worm, or small live grasshopper.

The culters, of which there are more than one species, though *C. oxicephalus* is the commonest, reach a much larger size, and somewhat resemble a herring. They are very sporting and may

be taken with a variety of flies. They are also to be found in ponds and creeks.

The Chinese bream reaches a large size, and is very difficult to catch.

Other fish to be had in the Shanghai district are :

Catfish	(<i>Pseudobagrus fulvidraco</i>)
Chinese Ide	(<i>Ctenopharyngodon idella</i>)
Common Carp	(<i>Cyprinus carpio</i>)
Mandarin Fish	(<i>Siniperca chuatsi</i>)
Serpent-head	(<i>Ophiocephalus argus</i>)

Of these the catfish may be taken easily with worm, meat or shrimp bait. The ide, like the carp, will only take paste bait. It reaches a very large size—30 to 40-lbs.

The Mandarin fish is a true bass, but so far has only been taken with a live shrimp or prawn for bait. Experiments are being carried out to see if it will not take a fly. It too, reaches a large size. It is only to be had in creeks and rivers. Attempts are being made to breed it in ponds.

The serpent-head is a voracious fish that may be taken with a live shrimp or small fish as bait, but it offers poor sport. It skulks in the weeds in creeks and rivers, and gets into ponds where it does great havoc amongst other species of fish.

In the Hangchow district very fine sport may be had with culters and the beautiful rainbow carp (*Opsariichthys bidens*), the latter of which has all the sporting characteristics of the trout, though belonging to the carp family. There is also some fishing to be had in the streams at Mokanshan, where trout have been reported, though this report has never been verified scientifically.

At Tientsin some excellent sport is annually had with a giant fish known as *Huan-chuan* (Chinese), or to science as *Elopichthys bambusa*. It looks very much like a salmon, though belonging to the carp family, and is taken with live fish bait on an archy spinner. The species runs up to over 100-lbs. in weight, though nothing as large as this has, as yet, been taken on a line.

Sea Fishing.—At Wei-hai-wei and Pei-tai-ho, summer resorts in North China, very fine bass fishing with the fly may be had during the summer months. The commonest and best of the fish to be had is the Japanese sea-bass (*Lateolabrax japonica*). A species of maigre or corvina may also be had, as well as rock bass. The sea-bass offers sport as good as does the salmon of British waters. It occurs all along the Chinese coast, as well as far up in the estuaries of the rivers, but so far no sportsman seems to have made any serious attempts to catch it.

WEIGHTS AND MEASURES

Measures of length

CHINESE	ENGLISH	METRIC
1 fen	0.141 inch	0.00358 meter
10 fen—1 ts'un	1.41 inches	0.03581 meter
10 ts'un—1 ch'ih	14.1 inches	0.35813 meter
10 ch'ih—1 chang	141. inches	3.58133 meters
180 chang—1 li	2,115. inches 2-5 mile	.644 Kilometers
2.78 li	1 mile	1.609 Kilometers

The Chinese ch'ih, or foot, is of varying length, not only within the different provinces, but also among the different guilds and trades. The ch'ih of the silk merchants differs from that of the tailors, the carpenter uses a different rule from that of the blacksmith. At the time when the tariff was established the Canton ch'ih was the best known, and it was therefore chosen by the British as the treaty ch'ih—14.1 inches.

LAND MEASURE

	Square feet	Hao	Li	Fun	Mow	English acre.
Sq. feet	—	.137741	.0137741	.00137741	.000137741	—
Hao	7.26	—	.1	.01	.001	.000166
Li	72.60	10	—	.1	.01	.0016
Fun	726.00	100	10	—	.1	.016
Mow	7,260.00	1000	100	10	—	.16
English acre	43,560.06	6000	600	60	6	—
Eng. sq. mile	27,878,400.00	3,840,000	384,000	38,400	3,840	640

MEASURES OF AREA.—The common measure for the sale of land is the local "mow," which differs very much in various parts of China. In Shanghai six mow are generally reckoned as equal to 1 English acre, or 4,840 square yards; or 1 mow is equal to 675 square meters.

25 sq. ch'ih—1 sq. pu (or kung.)

240 sq. pu —1 mow

100 mow —1 ch'ing

CAPACITY.—Measures of capacity vary according to the substance measured and are very rarely used. They are therefore omitted. Fluids such as oil, samshu, etc., are usually weighed like any other merchandise.

WEIGHTS.

4 ounces ... 3 taels
 1 lb. av. ... 3/4 catty or 12 taels
 1 cwt. ... 84 catties
 1 ton ... 16 piculs, 80 catties

1 liang (tael) ...	1.333 oz. av. ...	37.783 grammes
1 kin (catty) ...	1.333 lb. av. ...	604.53 grammes
1 tan (picul) ...	133.33 " " ...	60.453 kilogrammes
1 shik (stone) ...	159.99 " " ...	72.544 "

MONEY.—The li, or cash, is the smallest monetary unit.

Li=(Cash)

10 Li=1 fen (Candareen)

10 fen=1 ch'ien (Mace)

10 Ch'ien=1 liang (Tael)

Saddle Ponies.—The Gordon Road Riding School, Cor. Markham and Gordon Roads. Phone West 693 can supply well-trained saddle ponies. There are any number of excellent riding paths in the district.

BANKING FACILITIES.

Agriculture and Commerce, Bank of, 65q, Tientsin Road.
 American-Oriental Banking Corporation, 15, Nanking Road.
 American Express Co., Inc., The, 8, Kiukiang Road.
 Belge pour l'Etranger, Banque, 20, The Bund.
 Canton, Bank of, 1 and 2 Ningpo Road.
 China, Bank of, 22, The Bund.
 Chosen, Bank of, 3, Kiukiang Road.
 Communications, Bank of, 14, The Bund.
 de l'Indo-Chine, Banque, 29, The Bund.
 d'Outremer, Banque, 20, The Bund.
 Chartered Bank of India, Australia and China, 18, The Bund.
 Chekiang Industrial Bank, Ltd. 14, Hankow Road.
 Chekiang Silk Merchants Bank, Ltd. 104, Peking Road.
 China and South Seas Bank, 4, Hankow Road.
 Chinese-American Bank of Commerce, 11, Nanking Road.
 Chinese Merchants Bank, Ltd., 10, Ningpo Road.
 Chung Foo Union Bank, 25-27 Jinkee Road.
 Chung Hwa Commercial and Savings Bank, Ltd., 102, Peking Road.
 City Bank of Shanghai, Ltd., 51, Kiangse Road.
 Commercial Bank of China, 7, The Bund.
 Equitable Eastern Banking Corp., 6, Kiukiang Road.
 Exchange Bank of China, 5, Foochow Road.
 Hongkong and Shanghai Banking Corp., The Bund.
 Hongkong and Shanghai Banking Corp., North Branch, Broadway, Opp. Astor.
 International Banking Corp., 1a, Kiukiang Road.
 Kiangnan, Bank of, 35, Ningpo Road.
 Kiangsu Bank, 51a, Kiangse Road.
 Kinchong Banking Corp., 476p, Nanking Road.
 Labour and Agriculture, Ltd. Bank of 364, Honan Road.
 Mercantile Bank of India, Ltd., The, 26, The Bund.
 Mitsui Bank Ltd., The, 4, Kiukiang Road.
 National Commercial Bank Ltd. 78, Peking Road.
 National Industrial Bank of China, 519, Tientsin Road.
 Nederlandsch Indische Handelsbank, 16, Kiukiang Road.
 Netherlands Trading Society (The Dutch Bank), 21, The Bund.
 Ningpo Commercial Bank, Ltd., Kiangse and Peking Road.
 Oriental Commercial Bank Ltd., 36, Kiangse Road.
 P. & O. Banking Corp., Ltd., 6, The Bund.
 Russo-Asiatic Bank, 15, The Bund.

South-Eastern China, Bank of, Kiukiang and Shantung Roads.
 Shanghai Commercial and Savings Bank, Ltd. 9, Ningpo Road.
 Sino-Italian Bank, 16, Kiukiang Road.
 Sino-Scandinavian Bank,
 Sumitomo Bank, Ltd., 5, Kiukiang Road.
 Taiwan, Bank of, Ltd., 17, The Bund.
 Thos Cook and Son, 15, The Bund.
 Union Bank of China, Ltd., 1, The Bund.
 Yokohama Specie Bank, 31, The Bund.

CHAMBERS OF COMMERCE.—National and General, with names of Secretaries :

American, 3, Canton Road, D. J. Lewis. Cent. 4742.
 Belgian, 20, The Bund, A Loonis.
 British, 1, The Bund, E. M. Gull. Cent. 2694.
 Chinese, North Honan Road, T. Y. Chang. North 126-128.
 French, Fr. Municipal Hall, Rue du Consulat, J. Fredet. Cent. 4727.
 General, 1, Yuen-ming-yuen Road, Beck and Swann. Cent. 704.
 German, 18, Kiangse Road, Dr. W. Vogel. Cent. 5058.
 Italian, 38, Kiangse Road, M. Bentivoglio. Cent. 1896.
 Japanese, 69, Boone Road, M. Yasuhara. North 2186.
 Netherlands, 21, The Bund, G. W. Boissevain.
 Norwegian, 17, Museum Road.
 Russian, 1, Whangpoo Road, Ch. E. Metzler.

The Shanghai Commercial Museum of the Chinese General Chamber of Commerce. (Chinese manufactures) North Honan Road.

TRADE COMMISSIONER.—Canadian, Whiteaway-Laidlaw Building, Szechuen Road, Dr. J. W. Ross. Cent. 1137.

CLUBS AND ASSOCIATIONS.—With telephones and names of Secretaries.

Amateur Dramatic Club, 19 Museum Road, (Lyceum Theatre) W. Armstrong, Central 498.
 American Club, 33a, Nanking Road, O. H. Smith, Central 901
 American Legion, F. Ward Post, L. Lehrbas, China Press.
 American University Club, 3 Canton Road, R. Mishler, Central 6372
 Association Dramatique Francaise, J. Schisler.
 Automobile Club of China, 23 Peking Road, Beck and Swann, Central 704
 British Women's Assoc. 9 Kiukiang Road, Mrs. J. Snodgrass.
 Canadian Association of China, R. W. Burton, North 837
 Cercle Francais, 8/10 Rue du Consulat, M. Magy, Central 999
 Cercle Sportif Francais, (French Club) 11, R. Vallon, Ch. de Biossezon, West 2000
 Circolo Italiano, 4 Wonglo Road, Chapei, L. Battistuzzi, North 2203
 Club Lusitano, (Portugal) 32, N. Szechuen Road, A. E. Collins, North 789
 Columbia Country Club, 50 Route Doumer, C. E. Kline.
 Country Club, 120 Bubbling Well Road, J. C. Coulter,
 Customs Club, 89 Chapoo Road, G. E. Marden,
 Hungjao Golf Club, Hungjao Road, S. A. Sleep.
 International Chess Club, Wintergarden, Ningpo Road, J. A. Jackson.

International Recreation Club, 126, Bubbling Well, Y. S. Day, West 963-998

International Swimming Club, G. V. Jensen, Central 1163

Japanese Club, 20 Boone Road, K. Nano, North 2891-92

Jewish Recreation Club, 64 Peking Road, H. Whitgob, Central 623

Marine Engineers Institute, 95 Szechuen Road, H. M. Catley, Central 305

Masonic Club, 30 The Bund, C. Matthews, Central 147

Merchants Service Club, 6 North Soochow Road, W. E. Kirby, North 264

Municipal Service Club, 49 Peking Road, F. W. Ambrose, Central 1474

Oxford and Cambridge Soc., G. M. Billings, Care Public School for Boys.

Pan-Hellenic Club, 16 Jinkee Road, W. C. Rea,

Parsee Club, 9a Hankow Road, M. J. Divecha,

Powhattan Club, 12a Rue du Consulat. (B. A. T. personnel)

Rotary Club, T. C. Britton, (pres.) Am-Oriental Bank, 15 Nanking Road.

Shanghai Club, 3, The Bund, C. W. Marshall, Cent. 125/5281-82-83.

" Aeronautical Society, 25, Jinkee Road, P. Crovat.

" Clay Pigeon Club, Hungjao Road, A. E. Stewart.

" Cricket Club, Race Course, C. P. Gabbott, Cent. 1318

" Football Assoc. F. S. Bridges, Care A. P. Co., 1, Bund, Cent. 5596

" Football Club, Race Course, J. R. Hintor, Central 1318

" Golf Club, Race Course, R. Haves, Cent. 229-236

" Gun Club, 28, Connaught Road, R. C. B. Fennell

" Harriers Club, T. McKenna, Care Mixed Court,

" Junior Golf Club, Hongkew Park, G. B. Stormes, North 1847

" Lawn Tennis Assoc. C. E. Whitmore, Care Br. Consulate-Gen.

" Paper Hunt Club, Race Club, A. W. Olesen, West 1229

" Philatelic Soc. Wm. C. Divers, (212 Dixwell Road)

" Polo Club, Race Course, N. W. Hickling.

" Race Club, 92 Bubbling Well Road, A. W. Olesen, West 1229

" Recreation Club, Race Course, F. O. Madar, Cent. 745

" Revolver Club, Ave. Haig and Say Zoong, T. Freeman, West 635

" Rifle Assoc., A. M. Collaco, (66 Haskell Road) North 1395

" Rowing Club, 2, Soochow Road, E. T. Nash, Central 41

" Rugby Football Club, R. L. S. Webb.

" Volunteer Club, Municipal Bdg. Foochow Road,

" Yacht Club, flagship "Foam," Peking Road Jetty, The Bund.

H. E. Middleton.

Short Story Club, P. O. Box 1071, Miss M. H. Clark.

Socony Athletic Assoc. 11-12 Canton Road, H. O. Hashagen.

Swedish Assoc. V. Levisson, (S.M. Tel Co.) Central 499

Swimming Bath Club, Race Course, K. M. Cumming, Central 781

Swiss Rifle Club, 21, Lucerne Road, W. Blenk, West 2928

Union Club of China, 1, Hankow Road, K. McKelvie,

United Services Assoc., (Br. War Veterans) Glen Line Building, The Bund

Yangtzepoo Lawn Bowls Club, 5, Wayside Road, L. H. Turner.

Turkish Baths and Massage.—Stamboul Baths, 34, Rue du Consulat, Central 1668. (Ladies' and Gentlemen's Departments).

The Flags of China at Shanghai.—In connection with the formation of the "Lay-Osborn flotilla" which is mentioned under "Customs" it is of interest to note that at that date, 1863, China had no national flag. "The only national flags it knew," says Mr. H. B. Morse, "were those indicating that the envoys of vassal states were bearers of tribute; and the empire required no such distinguishing emblem. Ships of war commissioned to suppress re-

bellion and piracy must, however, fly a national flag, in order that the ships of Western powers might recognize their legal right; and Mr. Lay was driven to devise a flag to serve the purpose. He therefore proposed to adopt as the national ensign of China one bearing on a green field a yellow saltire (a "St. Andrew's cross"). The question having been referred to Peking, Prince Kung, the prime minister, informed the envoys that a triangular yellow flag charged with a dragon had become 'the government flag of China' and that it was to be flown on all Chinese war vessels. Mr. Lay received corresponding instructions, but he so interpreted them that he sent to Earl Russell a drawing of the flags to be flown by the ships equipped by him and Capt. Osborn—"Ensign: Green ground, intersected by two diagonal bands of yellow, bearing the Imperial jack in the centre, Jack: Yellow, triangular, with Imperial blue dragon."

Although never officially recognized as the national flag, the flag first designed by Mr. Lay became, and still remains the jack of the Chinese Maritime Customs, and, with a slight difference, that of the Salt Gabelle.

Towards the end of the Imperial rule in China the shape of the dragon flag was changed to the usual oblong shape used by other nations as it was thought that the peculiarity of its scalloped triangular shape might excite ridicule in foreign ports.

Flags of the Republic.—At the time of the revolution in 1911 a great variety of flags seem to have been invented and used "according to the taste and fancy of the user." The official flag of the Chinese Republic now consists of five horizontal stripes as follows: From the top of the pole, red, yellow, blue, white, black. These colours represent the five principal race-groups of China, respectively: Chinese, Manchus, Mongols, Mohammedans and Thibetans. These five colours are also connected with "the Philosophy of the Five Elements": Fire, earth, wood, water, metal also the "five" cardinal points, North (white), South (red), East (blue), West (black), and Centre (yellow), the five tones of music, etc.

Other Flags.—The naval ensign for war vessels is red with a white sunburst with starpoint rays. The water-police flag might be mistaken at a little distance for that of the United States. It consists of eight wavy stripes, alternately red and white with a blue canton in the upper corner on which is a large white disk.

There are other government departmental flags too numerous to mention and as every private hong, both foreign and Chinese, flies its own house-flag, the multiplicity of bright-coloured pieces of bunting gives the city a very gay appearance.

The Municipal Ensign.—The flag of the Shanghai Municipality is a red saltire or St. Andrews cross on a white field with a circular centre device showing three conjoined escutcheons on

which are marshalled the colours of all the original treaty nations (12) surrounded by the motto "Omnia juncta in uno."

SHIPPING COMPANIES AND AGENTS.

The following list does not include the names of *ALL* vessels in the various Companies' fleets:—

Pacific Mail S. S. Co., Nanking Road. Central 5056-57. B. C. Haile, Gen. Agent. Teleg. Address: "Solano, Shanghai." S. S. (Presidenta) "Cleveland," "Pierce," "Wilson," "Lincoln." For San Francisco, Kobe, Yokohama, Hongkong, Manila, Honolulu. Fortnightly Sailings. Agents for:

Tampa-Inter-Ocean Co., S. S. "Edgemont," "Patrick Henry," "Dryden," "Invincible," "Heffron," "Jadden," "Edenton," for Galveston, N. Orleans, Cuba and New York, via Panama. Fortnightly sailings.

O.S.K. Osaka Shoshen Kaisha. 2, Canton Road. Central 4234. S. S. "London M.," "Andes M.," "Alabama M.," "Arizona M.," "Chofu M.," "Amur M.," "Seikyo M.," "Fukuken M.," "Kyodo M.," "Kohoku M.," "Altai M.," "Paris M.," "Africa M.," "Latvia M.," "Alaska M." Services to Europe via Suez, New York via Panama, Vancouver and Seattle, North China and Japan, and Formosa. Fortnightly sailings.

Blue Funnel Line. Butterfield and Swire Agents. French Bund. Cent. 4881 (pte. exch.) For London: "Sarpedon," "Machaon," "Eumaeus," "Helenus," "Patroclus," "Elpenor," "Teiresias," "Rhexenor," "Meriones," "Troilus." For Liverpool: "Teucer," "Rhesus," "Calchas," "Bellero-phon," "Perseus," "Alcinous." For New York, via Seuz: "Keemun," "Oanfa," "Atreus," "Knight Templar." Fortnightly sailings.

C.N.C. China Navigation Co., Ltd. Butterfield and Swire, Agents. Cent. 4881, French Bund. S.S. "Hsin Peking," "Poyang," "Ngankin," "Wuchang," "Tatung," "Luen Yi," "Wobsung," "Team," "Shantung," "Sunning," "Suiyang," "Szechuen," "Soochow," "Chekiang," "Kanchow," "Changchow," "Chenan," "Yingchow," "Sinkiang," "Siangtan," "Kian," "Shasi," "Tungchow," "Fengtien," "Shuntien," "Shenkiang," "Chili," "Kansu," "Kashing," "Fatshan," "Taikoo Wan Yi," "Linan," "Foo-chow," "Pakhoi," "Tientsin," "Chinhua," "Huichow," "Kueichow," "Luchow," "Liangchow," "Chengtu," "Chusan," "Wuhu," "Chinkiang," "Ichang," "Hanyang," "Kiukiang," "Kwangse," "Ningpo," "Shansi," "Yunnan," "Kalgan," "Kwangtung," "Kweiyang," "Kinyuan," "Kwangchow," "Kiangsu," "Kiungchow," "Changsha," "Wansien," "Newchwang," "Whangpu," "Nanchang," "Nanning," "Wanliu," "Kaying," "Wenchow," "Chungking," "Shutung," "Taming," "Hupeh," "Hunan." Services to North and South China and Yangtsze River Ports.

Glen and Shire Lines. Glen Line Building, The Bund and Peking Road, Central 446, "Glenogle," "Glenarry," "Glenamoy," "Glenap," "Glenbeg," "Glenshane," "Pembrokeshire," "Radnorshire," for London, Rotterdam, Hamburg.

Prince Line. Furness (Far East), Ltd., Peking Road and The Bund. Cent. 659. Teleg. Address: "Furnprince, Shanghai."

East Asiatic Co., Ltd. of Copenhagen, 1, Canton Road. Cent. 3816, For Valencia, Rotterdam, Hamburg and Scandinavian Ports.

P. and O. British India, Apcar and Eastern and Australian Lines. MacKinnon, MacKenzie & Co., Agents, 1 Canton Road, Cent. 169-2510. For Europe: (P. & O.) S. S. "Kalyan," "Plassy," "Kashmir," "Khiva," "Nal-dera," "Kashgar," "Morea," "Karmala," "Malwa," "Nellore," "Chma," "Dewanha," "Mantua," "Khyber," "Kaisar-i-Hind." For Bombay: (P. & O.) S.S. "Soudan," "Mirzapore," "Kidderpore," "Scicilia." For

Calcutta : (Apcar) S.S. "Japan," "Tanda," "Takada." For Australia : (E. & A. Line) S.S. "St. Albans," "Eastern," "Arafura."

M. M. Messageries Maritimes. 9, French Bund. Cent. 987. For Marseilles : S. S. "Chambord," "Angkor," "Paul Lecat," "Andre Lebon," "Amboise," "Angers," "Chili," "Porthos," "Amazona."

Garland S. S. Co. Jardine, Matheson. For U. S. Pacific Ports :

Lloyd-Triestino. 28, Kiangse Road, Cent. 2725-5095. S. S. "Aussa," "Duchessa d'Aosta," "Silvio Pellico," "Nippon," "Rosandra," "Venezia," "Persia," "Fiume," "Numidia," "Gerty."

Canadian Pacific. 12, The Bund. Cent. 5581, (pte. exch.) Teleg. Address: "Gacarpac, Shanghai." S. S. (Empresses of) "Canada," "Australia," "Russia," "Asia." For Vancouver via Japan Ports and for Hongkong and Manila, Sailings fortnightly.

City Line. Ellerman and Bucknell S. S. Co. Ltd., Jardine, Matheson and Co., Agents. The Bund. Central 241. Teleg. Address : "Buckbank, Shanghai." S. S. "City of Christiania," "Kosmo," "C. of Athens," "C. of Melbourne," "C. of Tokio," "C. of Durban," "C. of York," "C. of Glasgow," "C. of Cairo," "Kabinga," "Knaresboro," "C. of Oran," "C. of Bristol," "Kasama," "C. of Shanghai."

N. Y. K. Nippon Yusen Kaisha. Palace Hotel Building, The Bund, Cent. 680. Services for Europe, North China, Japan, U. S. Pacific and Atlantic Ports, Australia, India and South America.

Struthers and Barry. 16, Jinkee Road. Cent. 5017. Cargo only. Services for San Francisco, Los Angeles, Japan Ports, Hongkong, Singapore, & Java.

Columbia Pacific S.S. Co. North and South China Lines. 6, Kiukiang Road, Cent. 1464-65-66. Pacific Coast and North and South China Services.

Admiral Oriental Line. 29, Nanking Road. Central 6373- S. S. (Presidents) "Jefferson," "Grant," "Madison," "McKinley," "Jackson." Fortnightly sailings for Seattle, Victoria, Hongkong and Manila. Agents for Barber S. S. Line.

Dollar S.S. Line. 29, Nanking Road: Central 6371-72. S. S. (Presidents) "Polk," "Monroe," "Harrison," "Vanburen," "Hayes," "Adams," "Garfield," for around the world via Hongkong, Manila, Straits, Colombo, Suez, Naples, Marseilles, New York, Panama, San Francisco, Shanghai. Sailings fortnightly River Steamers : "Alice Dollar," "Robert Dollar, II."

Holland-Oost Azie Lijn. Holland China Trading Co. Agents. 43, Kiangse Road Central 4754, North European and Java Services.

Swedish East Asiatic Co. Ekman Foreign Agencies, Agents. 6, Kiangse Road. Central 5548. North European and Scandinavian Service.

Indo-China Steam Navigation Co. Jardine Matheson and Co, Agents. 27, The Bund. Central 241. S. S. "Kingsang," "Yusang," "Fausang," "Tingsang," "Hangsang," "Hopsang," "Kwongsang," "Tungshing," "Waishang," "Taisang," "Wingsang," "Leesang," "Mingsang," "Wosang," "Esang," "Suisang," "Kutsang," "Hosang," "Namsang," "Fooksang," "Laisang," "Chaksang," "Kwaisang," "Fooshing," "Yatshing," "Chunsang," "Hinsang," "Mausang," "Chipshing," "Cheonshing," "Loksang," "Taksang," "Kungwo," "Loogwo," "Tuckwo," "Kutwo," "Suiwo," "Luenho," "Pingwo," "Kiangwo," "Tungwo," "Changwo," "Fuhwo," "Kingwo." China Coast and River Services.

China Merchants Steam Navigation Co. 1, Foochow Road, Shipping Office, 9, The Bund. China Coast and River Services.

Hamburg-Amerika Linie. 2, Canton Road. Cent. 2098 M. S. "Haveland," "Saarland," "Preussen." for N. European Ports via Suez.

I further declare that I have fully set forth herein all the articles in my or our Baggage or on my person or on the persons of those accompanying me as named above that are not personal effects and all articles that are intended directly or indirectly for sale or for the use of any other person, with the value of each article.

.....*Passenger.*

Declared to before me.....192... and Baggage examined and found correct unless otherwise noted.

over
Pieces—.....
short

.....*Customs Officer.*

This portion must be detached at the perforation and retained by the Passenger for identification purposes. It will serve as a Receipt for duty paid and also as a Permit for Baggage to pass the gate.

Passenger Vessel
[To be filled in by Passenger.] [To be filled in by Passenger.]

Amount due.....

*Customs Officer.*

Immediately on landing the Passenger will proceed to the letter or section where his Baggage is placed. When all pieces are assembled the Passenger will notify the Customs Officer nearest his Baggage and present this Declaration.

Total pieces of Baggage.....

N.B.—Storage is charged on Baggage left in the Customs Godown at the rate of 25 cents per package per day.

Baggage left with the Customs is at Owner's risk.

Passengers will read these Instructions carefully before filling in the Declaration.

1.—A Declaration is required of every passenger ; but the senior member of a family may declare for the entire family and have their baggage placed under the same letter on the jetty. The baggage will not be examined until a Declaration on this form has been prepared and delivered to the Customs Examining Officer.

2.—Failure to declare any article which should be declared renders the package in which it is contained liable to detention with

eventual confiscation of the article concerned. The offering of gratuities to Customs Officers is a violation of the law.

3.—All persons may bring in free of duty necessary and appropriate wearing apparel, articles of personal adornment, toilet articles, and similar personal effects actually owned by them and already in their own wear or use and not for sale. All other articles in their baggage or on their person must be declared. Household effects, cigars (if over 200 in number), cigarettes (if over 500 in number), tools of trade, and articles owned by others or intended for others or for sale or for business or professional use are among the items required to be declared.

4.—Passengers must state in their Declarations the value of all articles declared. Articles are appraised at their value in their condition as imported. Passengers dissatisfied with values placed upon dutiable articles may make demand for reappraisement at the Custom House, but no such demand can be entertained after articles have been removed from Customs custody.

5.—Samples of merchandise, foreign or domestic, accompanying a passenger as baggage, whether the property of himself or another, must be declared as such in this entry. A statement of the number of such packages and of the general character of the contents and the total value thereof will be sufficient. Merchandise may not be carried as passengers' baggage.

6.—Theatrical scenery, property, and apparel, and all other articles, foreign or domestic, which may be intended for use on the stage or for exhibition purposes must be declared.

7.—The importation, except under licence previously obtained, of the following articles is prohibited :—

- 1°. Arms and munitions of war, explosives, bombs, and materials used in the manufacture thereof. One pistol and/or revolver and 500 cartridges for self-defence and three sporting guns and a supply of cartridges (not exceeding 3,000 rounds in all) may be imported in baggage, but must be declared. They are dutiable whether used or not unless proved to be reimportations into China.
- 2°. Salt.
- 3°. Opium and its derivatives, cocaine, hashish, etc., and hypodermic syringes.
- 4°. Obscene and indecent pictures.

[Note to §7-1° above. *The Guide* is informed that *all* rifles, sporting or otherwise, are now barred except under special "Hu-chuao" (permit.)]

RAILWAY TIMETABLES

N.B.—The time tables given here are those in force at the time of writing. Owing to possible changes of schedule, accuracy cannot be guaranteed. The principal reason for inserting these tables in the Guide is to give prospective travellers an idea of the train services offered and of the time required to travel between principal stations. Gow's Guide.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

As at May 1st, 1924

(Main Line)

Shanghai North to Zakhou—Down.

STATIONS	Fast Local	Exp. R.	2nd, 3rd & 4th	Fast R.	Fast Local	Local	Local	Night Exp. R
Shanghai North d.	...	8.00	9.00	13.20	15.35	...	...	19.15
Jessfield d.	...	8.15	9.16	13.36	15.51	...	...	19.30
Siccawei d.	...	8.21	9.23	13.43	15.58	...	...	19.36
Lunghwa J. d.	...	8.35	9.40	14.00	16.15	...	...	19.50
<i>Shanghai South d.</i>	<i>...</i>	<i>8.05</i>	<i>9.05</i>	<i>13.25</i>	<i>15.30</i>	<i>17.15</i>	<i>18.15</i>	<i>19.20</i>
<i>Lunghwa J. a.</i>	<i>...</i>	<i>8.23</i>	<i>9.23</i>	<i>13.43</i>	<i>15.48</i>	<i>17.33</i>	<i>18.33</i>	<i>19.38</i>
Sungkiang d.	...	9.14	10.50	14.46	17.10	...	...	20.29
Kashai d.	...	10.01	11.57	15.43	18.08	...	...	21.16
Kashing d.	7.05	10.31	12.40	16.16	18.30	...	...	21.46
Yehzah d.	7.45	11.02	13.32	16.56	(a)	...	...	22.17
Changan d.	8.31	11.36	14.23	17.40	...	...	...	22.51
Hangchow d.	9.43	12.30	16.00	18.50	...	...	...	23.45
Zakhou a.	10.05	12.45	16.30	19.10	...	...	...	24.00

Zakhou to Shanghai North—Up.

STATIONS	Local	Fast Local	Exp.	Local	2nd, 3rd & 4th	Fast R.	Fast Local	Night Exp. R
Zakhou d.	7.15	...	8.40	13.20	15.05	18.00
Hangchow d.	7.40	...	9.15	13.50	15.35	18.25
Changan d.	8.29	...	10.45	15.00	16.50	19.14
Yehzah d.	9.00	...	11.53	15.37	17.32	19.45
Kashing d.	...	7.15	9.39	...	12.50	16.24	18.10	20.24
Kashai d.	...	7.39	10.02	...	13.26	16.52	(a)	20.46
Sungkiang d.	...	8.37	10.52	...	14.42	17.49	...	21.42
<i>Lunghwa J. d.</i>	<i>8.37</i>	<i>9.37</i>	<i>11.37</i>	<i>13.52</i>	<i>16.07</i>	<i>18.42</i>	<i>...</i>	<i>22.27</i>
<i>Shanghai S. a.</i>	<i>8.55</i>	<i>9.55</i>	<i>11.55</i>	<i>14.10</i>	<i>16.25</i>	<i>19.00</i>	<i>...</i>	<i>22.45</i>
Lunghwa J. d.	...	9.39	11.32	...	15.50	18.40	...	22.22
Siccawei d.	...	9.49	11.40	...	15.59	18.49	...	22.30
Jessfield d.	...	9.56	11.46	...	16.06	18.56	...	22.36
Shanghai N. a.	...	10.10	12.00	...	16.20	19.10	...	22.50

SHANGHAI-NANKING RAILWAY—ABRIDGED TIME TABLE

As at May 1st, 1924

(Main Line).—Shanghai North to Nanking—Up

STATIONS	Local	Fast R.	Local	3rd & 4th Local	Exp. R.	3rd & 4th	Local	Fast R.	Local	Fast Local	Local	Local	Night Exp. R.S.
Shanghai North d.	..	7.00	7.15	7.35	9.30	9.50	12.10	12.30	15.25	17.15	17.45	19.35	23.30
Nansiang d.	..	7.28	7.45	8.03	..	10.31	12.41	12.58	16.01	17.47	18.15	20.05	0.02
Soochow d.	..	8.59	..	9.41	11.14	12.53	..	14.43	18.24	19.39	..	..	1.39
Wusih d.	7.00	9.59	..	10.44	12.02	14.12	..	15.38	19.34	20.36	..	..	2.38
Changchow d.	8.14	10.56	..	11.41	12.49	15.28	..	16.38	..	21.38	..	..	3.42
Tanyang d.	9.30	11.52	..	..	13.38	16.28	..	17.38	..	..	..	..	..
Chinkiang d.	10.31	12.49	..	..	14.22	17.34	..	18.33	..	..	..	..	5.34
Nanking a.	12.30	14.21	..	..	15.43	19.35	..	20.02	..	..	..	..	7.20
Pukow d.	..	..	..	..	..	..	..	..	..	..	T.P.L. Express	8.50	10.00
Hsuehowfu d.	..	..	..	..	..	..	..	..	..	..		17.08	19.48
Tsinanfu d.	..	..	..	..	..	..	..	..	..	..		2.04	5.58
Tientsin Cen. a.	..	..	..	..	..	..	..	..	..	..		..	..
do. d.	..	..	..	..	..	..	..	..	..	..		10.15	15.32
Tientsin E. a.	..	..	..	..	..	..	..	..	..	..		..	15.42
do. d.	..	..	..	..	..	..	..	..	..	..	..	10.25	..
Peking a.	..	..	..	..	..	..	..	..	..	..	..	14.25	..

T. P. L. Mail

Nanking to Shanghai North—Down

STATIONS	Local	Fast Local	Local	Local	Fast R.	3rd & 4th Local	3rd & 4th	Fast R.	Local	Local	Exp. R.	Local	Night Exp.
Peking d.	9.05	..	..
Tientsin E. a.
do. d.	13.00	..	9.35
Tientsin Cen. a.
do. d.	13.20	..	10.06
Tsinanfu d.	21.57	..	19.50
Hsuehowfu d.	6.51	..	6.00
Pukow a.	14.38	..	16.02
Nanking d.	7.40	..	8.10	11.05	..	..	15.50	16.15	23.00
Chinkiang d.	9.20	..	10.25	12.54	..	..	17.29	18.27	0.52
Tanyang d.	9.57	..	11.21	13.36	..	..	18.03	19.26	..
Changchow d.	7.10	..	10.59	12.00	12.44	14.32	..	..	18.57	20.46	2.41
Wusih d.	..	7.20	8.22	..	11.59	13.02	14.07	15.33	..	..	19.43	21.52	3.53
Soochow d.	..	8.21	9.39	..	12.54	14.02	15.25	16.31	..	..	20.32	..	4.58
Nansiang d.	8.15	10.33	11.34	13.00	14.33	16.03	17.45	18.18	18.40	20.35	..	..	6.26
Shanghai North a.	8.42	11.00	12.05	13.30	15.00	16.30	18.20	18.45	19.13	21.05	22.00	..	6.50

T. P. L. Mail

R. Restaurant Car.

S. Sleepers

FOREIGN & CHINESE CALENDAR 1924
COMBINED, SHOWING GREGORIAN AND LUNAR MONTHS

[illegible]

The year 1924 is the first year of a new Chinese Cycle of sixty years: Its designation is "The First Year of the Rat." Information regarding Chinese Cycles will be found under "The Cycle of Cathay" (see Index.)

COMPARATIVE THERMOMETRICAL SCALES.

Showing Fahrenheit, Centigrade and Reaumur.

Centigrade.	Fahrenheit.	Reaumur.	Centigrade.	Fahrenheit.	Reaumur.	Centigrade.	Fahrenheit.	Reaumur.
-40	-40	-32	8	46.4	6.4	33	91.4	26.4
-35	-31	-28	9	48.2	7.2	34	93.2	27.2
-30	-22	-24	10	50	8	35	95	28
-25	-13	-20	11	51.8	8.8	36	96.8	28.8
-20	-4	-16	12	53.6	9.6	37	98.6	29.6
-17.8	0	-14.22	13	55.4	10.4	38	100.4	30.4
-15	5	-12	14	57.2	11.2	39	102.2	31.2
-10	14	-8	15	59	12	40	104	32
-9	15.8	-7.2	16	60.8	12.8	41	105.8	32.8
-8	17.6	-6.4	17	62.6	13.6	42	107.6	33.6
-7	19.4	-5.6	18	64.4	14.4	43	109.4	34.4
-6	21.2	-4.8	19	66.2	15.2	44	111.2	35.2
-5	23	-4	20	68	16	45	113	36
-4	24.8	-3.2	21	69.8	16.8	50	122	40
-3	26.6	-2.4	22	71.6	17.6	55	131	44
-2	28.4	-1.6	23	73.4	18.4	60	140	48
-1	30.2	-0.8	24	75.2	19.2	65	149	52
0	32	0	25	77	20	70	158	56
1	33.8	0.8	26	78.8	20.8	75	167	60
2	35.6	1.6	27	80.6	21.6	80	176	64
3	37.4	2.4	28	82.4	22.4	85	185	68
4	39.2	3.2	29	84.2	23.2	90	194	72
5	41	4	30	86	24	95	203	76
6	42.8	4.8	31	87.8	24.8	100	212	80
7	44.6	5.6	32	89.6	25.6			

DIALECT.—China is a country of many languages, usually spoken of as dialects but so different in pronunciation and, to a lesser degree, in structure, as to deserve the wider word. The Chinese have, it is true, a common medium of intercommunication in their written language which is the same throughout the country, but as the great majority of the 400,000,000 of her people are absolutely illiterate this uniformity does not greatly mend matters. In Shanghai the greater part of the population speaks a local dialect, "the Shanghai dialect"; the more widespread "mandarin" dialect is spoken by the educated classes, while a goodly section use the dialects of Soochow and Ningpo. Foreigners studying the tongue usually select the "mandarin" as being more useful over a greater part of the country than is any other. There are many teachers of the mandarin dialect in Shanghai whose services may be taken for an hour daily or three times a week for a very reasonable fee.

A VOCABULARY OF PIDGIN ENGLISH.—Pidgin English is the *lingua franca* of the Far East. It may be described as a combination of English and Chinese words in which the former, greatly distorted owing to the difficulty of representing their sounds in Chinese, are set forth according to the rules of Chinese grammar. The vocabulary is very limited, a few hundred words at the most, the pronunciation of which has been modified to suit the Chinese ear.

The word "*pidgin*" is derived from the English word *business* and in itself indicates the difficulty with which Chinese learn our language.

It would appear that the Chinese have a much greater facility for learning tongues of Latin root and there is no such thing as pidgin-French, for example.

In the early days of foreign intercourse with China pidgin English was the language of all commercial transactions between Chinese and foreigners. Very rapidly however the jargon is being relegated to servants as more and more Chinese learn "proper English." Pidgin has lost caste, and, to drop into the vernacular; "No belong proper-fashion talkee pidgin-talk. Pidgin-talk belong all-same coolie-pidgin. More-better talkee proper English, China-side plenty man lose face talkee pidgin-talk. No can do."

A number of words taken from Hindustani will appear in the vocabulary. These have been borrowed from India at an early date and have become part and parcel of the pidgin. A number of words in pure Chinese of one or other of the dialects are also given.

The substitution of the sound *l* for *r* is not, as is commonly supposed, universal among the Chinese. In the south, around Canton, the *r* sound is never heard, but as one comes north this peculiarity gradually diminishes until, in Shantung Province, the writer has noticed a close approximation to that characteristically hard *r* which distinguishes the pronunciation of the north of Ireland.

The vocabulary given below must by no means be considered complete. An effort has been made to gather together as many useful words as possible, while rigidly excluding a multitude of words used in earlier days, but which have now become obsolete. Acknowledgements are due to the work of Mr. Chas. Leland, "Pidgin Sing-song" (Kegan Paul, Trench & Co., London), and many thanks are also due to Mr. Ivar Lundequist, a Swedish gentleman, whose wide knowledge of Chinese and of many other languages besides his own has been generously contributed in the following.

A.

ALLO: all; every. "Allo man talkee my so-fashion."

ALL-FLOPA: correct; quite right.

ALL-SAME: like; similar; identical.

AMAH: Child-nurse.

AU-SAI: Outside.

AUSSO: be quick; make haste.

ABACUS: a counting frame used by every Chinese businessman. The *Abacus* takes the place of accounting machines. In Chinese: *shu-bue*.

AFTER-TIME: afterwards, later.

ALONGSIDE: along with, together with, etc. *Alongside my*; together with me.

B.

BAD HEART: evil-mindedness. "That man belongee too much bad heart."

BEFORE-TIME: formerly; once; previously.

BELONG-BLONGY: pertaining to (in a very wide sense). Also applied to quality.

BOBBERY: noise; disorder; quarrel; disagreement; trouble.

BOTTOM-SIDE: below; down; under.

BUND: (Hindu) an embankment or quay.

BUNDER: Gossip; Rumour ("information" picked up on the Bund) also sometimes, canard; slander.

BYMBY: by-and-by; later; in the future; again.

BARGAIN MONEY: advance paid on goods ordered.

BARF, OR BAF: bath. "*Baf leady*," wasn't this the first greeting that met your ears on your first morning in China?

BOY: used by foreigners for their male servants. "The Call of the East."

C.

CANDAREEN: a monetary unit the 1/100th part of a tael, not coined. In Chinese "*Fan*." (Malay origin)

CAN DO: indicates, like "Yes?" many forms of ability or possibility—e.g., Can you? Is it possible? It is possible. I can do the thing which you require.

CASH: the current coin of China outside the ports. Of almost infinitesimal value. About 1700 to the dollar at present.

CATCHEE: to get; have; own; possess; hold; "My look-see one piece man catchee chow-chow" I saw a man eating.

CATTY: a Chinese weight equal to one and $\frac{1}{2}$ pounds, avoirdupois.

CHEE OR JEE: common termination for words ending in *t* or *d*, e.g., *wantchee*.

CHILO: child.

CHIN-CHIN: to worship; to reverence; to adore. Also, in politeness, to wish one well; to

convey good wishes. "Chin chin Joss." "He too much chin-chin girlee."

CHIT: a letter; an IOU, any brief written note. (Hindu)

CHOP: stamp; seal; device; label; characteristic; *Number one first chop*, the very first quality; superfine.

CHOP-CHOP: quickly; hurry; at once.

COLO: cold.

COME-THIS-SIDE: just arrived. "Just now have-got two-piecee foreign Joss-pidgin-man come-this-side." Two missionaries have arrived.

COMPRADORE: (corrupt Portuguese. Underwriter; steward; the Chinese business associate or employee who guarantees business transactions with native dealers. A volume could be written on the compradore system in the East.

CONSOO: consul. (Obsolescent).

COOLIE: common man; a labourer.

CULIO: curio.

CUMSHAW: a present; tip; gratification. (English, Commission).

CUTSOM: custom; practice; applied to law and habits. "That belong olo cutsom."

CARGO: merchandise, goods, stock. *Number one cargo*, etc., etc.

CATABOOK: catalogue.

CATCHEE WAIFEE OR CATCHEE MALLY: to marry.

CHAI MUI: a Chinese game similar to the Italian morra.

CHANCE: profit, *cathee chance*—make profit, to win (lottery, etc.).

CHOP-STICKS: sticks of bamboo, ivory or metal used instead of forks.

CHOW-CHOW: food, to eat. "My no have cathee chow-chow."

CHOW WATER: lit "eating-water." Sterilized water fit for drinking. (important).

CHOW-DOG: Chinese breed of dog—sometimes used for that purpose in Canton.

CHOW-BOX: stomach.

CONGEE: soft boiled rice. (Hindustani).

COMPRADO-SHOP: compradore shop, a grocery or ships chandlers.

CUTTIE HEAD: do be discharged from an employ.

D.

DIE-LO: die; died. "He makee die-lo" He died or he is dead.

DRINKEE OR DLINKEE: drink. "My think-so that man have plenty dlinkee" I think he was drunk.

DOLLAR: the coin usually used by foreigners in their daily affairs. The value of the various dollars current in China depends largely on their silver content. Also used to express the idea of wealth. "He no have catchee dollar." He has no money.

Do: *My do soldier man, he do compradore, that mando what-ting?* =for I am a soldier, he is a compradore, what is his occupation?

E.

EE: a common termination put at will after almost any noun or verb *walkee, talkee, fishee, dog-gee*.

F.

FACEY, FACE, OR FACEE: face, character, self-possession. *Lossee-facee*; to lose character, to be put to shame, to be disconcerted.

FA-KE: American—i.e., "flower-flag" (Canton only).

FA-KE-KUO: flower-flag nation.

FA-LAN-SAI: French; *Francaise*. "fa-lan-sai-side"; the French Concession, Shanghai.

FAN-KWEI: foreign devil. (Cantonese).

FENG-SHUI: the geomantic influences of the earth, influencing lucky or unlucky places. Elemental and occult influences.

FINISHEE, FINIS: completed; done; accomplished.

FIRST-CHOP: the best.

FLIN: or fren; friend.

FLOWER-HEART: fickle, wavering; generally said of lovers (unusual).

FOOLO: fool; full.

FAN-TAN: A gambling game among the natives of south China.

FAR: "Ningpo-more-far." See *Ningpo*.

FASHION: manner, "how-fashion?" in what way? "so-fashion," (also *fasson*).

FIGHTEE: to fight, to beat somebody; also to compete in business.

FOOL-PIDGIN: foolishness, nonsense.

FRIEND, -OR FLEN-PIDGIN: matters expedited or favours secured through friendship. "scratch my back-I'll scratch yours."

G.

GALAW, GALOW: a word without meaning, used as an interjection.

GIRLEY: girl.

GO: used to indicate the future tense. "You go make that thing?" Do you mean to do that?

GODOWN: warehouse. A word said to have originated in the early days of the Canton factories, when the merchants lived and carried on business on the upper floors while the lower was used for storage. "Go down to the warehouse" godown-warehouse. Q.E.D.

GOOD TALKEE: eloquence; a good opinion. (unusual).

GOOD WIND: **GOOD WATER**: a farewell wish to a friend starting on a voyage.

GOT: e.g., Have got, there is; *you got?* "have got no have got?" "supposey have got. . ."

GRASS-WOOD-MAN: "The Chinese call simple, rustic folk grass-wood-men." (unusual)

GRIFFIN: (Anglo-Indian) a newcomer. One with less than a years' residence in China. Also a racing pony in his first season. ("China ponies" are bred in Mongolia and brought down annually).

GAMBLOO: to gamble, play cards, mah-jong, etc.

GENTLEMAN: does not always indicate the male sex. e.g. "*outside have got two piece gentleman, one belong missee.*" (Lunde.)

H.

HAVE-GOT: is; there is; has.

HE: used for he, she, it or they; also possessive case; his, her, their, etc.

HONG: a business house. Formerly specially applied to the great firms which regulated Chinese commerce, now applied to any firm of standing.

HOUSO: house.

HOW-FASHION: what for? why? what is the meaning? "How fashion you stop out so late?"

HAI-KWAN: customs office; The Chinese Maritime Customs.

HOUSE-MONEY: rent.

HOUSE-MASTER: landlord.

I.

INK-E-LI: English, (also Ying-jen).

INSIDE: within; in; interior; heart; mind; soul. "You belong smart inside"—You are clever. "A Chinese, in early days, on being shown a picture of a locomotive, of which there was at that time not one in all Asia, at once remarked 'Have got too much plenty all same inside.'—i.e., We have plenty such in the interior of China. A typical piece of Chinese face-pidgin." *Room-inside*; within.

INSIDE HE HEART, INSIDE HE SAVVY-BOX: secretly in his mind; to himself; the mental reservation.

IRON-FACE: stern; obdurate, severe. (unusual).

J.

JADE: a hard green stone highly esteemed as an ornament by the Chinese. (Jade was worn as an amulet by the Spanish to ward off colic. Spanish, *Ijada*=colic).

JOSS: god; idol; (from the Portuguese *Dios*). Also *Good-joss*,—Good luck.

JOSS-HOUSE: temple; church.

JOSS-HOUSE-MAN: a clergyman.

JOSS-PAPER: paper sycee, dollars, clothing, etc., to burn for the departed.

JOSS-PIDGIN: religion.

JOSS-PIDGIN-MAN: a bonze; priest; clergyman.

JOSS-STICK: incense sticks.

JOSS-TALK: preaching.

JUNK: a Chinese sailing vessel, (Javanese *Jung*—large boat).

K.

KANG: a species of stove, heated by straw fuel, on which the people of North China make their bed during the cold weather.

KONG: a water-vat, usually of pottery.

KOW-TOW: the Chinese ceremonial prostration, three-times-three. Also in politeness, a bow or courtesy.

L.

L: used by many Chinese for *r* in speaking English.

LAKH: 100,000. (Hindu).

LA-LI-LOONG: thief; thieves; the Chinese 'hue and cry.'

LARGE, OR LARGO: much; great; loud.

LEARN-PIDGIN: i.e., learn-the-business; an apprentice; a beginner: Also scholarship. "Learn-pidgin-man"; a teacher.

LETTEGRAM, OR LETTEGRAM: a telegram.

LI: (pron. *lee*) a Chinese measure of distance. 0.3597 English Mile: 1 mile=2.78 li.

LIKIN: a transit tax on merchandise carried between points in the interior.

LITTEE: little.

LO: a termination frequent after vowels or liquids—e.g., *die-lo*, to die; *olo*, old.

LOOK SEE: look; behold; to investigate.

LOOK-SEE-PIDGIN: Hypocrisy; sham; ostentation.

LOOSEE: to lose. *Loosee face*; to be shamed, to be dishonoured.

LOWDAH: a captain of a junk; waterman in charge of a house-boat.

LYCHEE: a fruit, native of South China.

LITTLEE: "little no plopel," not quite right. *Littletime wantchee come*,—will come after a while.

LOAFER-MAN: rascal, thief, very often applied to the many war lords of China.

LUN-AWAY: abscond. (See Ning-po).

M.

MACE: a monetary unit. The tenth part of a tael. Not coined. In Chinese Tsien.

MA: a horse.

MA-FOO: groom; horseboy; coachman. "Talksee mafoo come this-side chop-chop." Tell the groom to hurry here.

MA-LOO: a main street, (lit. horse street). In Shanghai the princi-

pal thoroughfare, the Nanking Road, is called by the Chinese the Dah Ma-loo, i.e., The Great Horse Street.

*As this little book is intended chiefly for newcomers, perhaps it would be advisable to inform them, here, that in Shanghainese Ni-ma lo means Kiukiang Road, San-ma lo = Hankow Road, Hsi-ma lo = Foochow Road and Wo-ma lo = Canton Road. Fa-da-ma-lo is the French great horse street, i.e. Rue du Consulat, the main street in the French Concession. (Note by Mr. I. Lundequist.)

MAKEE: to make; do; effect; cause. "Suppose you makee buy" If you buy it.

MAN-MAN: slow; go slowly.

MASKEE: (a word of uncertain origin, with many meanings) all right; never mind; notwithstanding; nevertheless; however; but; anyhow.

MASTA: the common word for master or employer. Usually applied to any foreign superior. "Tal-kee masta my have come." Tell your master I am here. Also used to indicate sex in animals, e.g., "dog have catchee two piecee small dogee, one piecee belong mississee, one piecee belong masta (I. Lundequist).

MISSEE: miss.

MISSISSEE: mistress, Mrs.

MOON-FIDGIN: monthly. (unusual).

MELICAN: American.

MOON: month, *number one moon*—January or February. (1st month of lunar year. See calendar).

MUSIC BOX: "outside makee beat, inside makee cry-cry" a piano.

MORE-BETTER: better; preferable. "More better my go home-side."

MUCHEE: very.

MY: my; I; me; mine; sometimes we, our, or ours.

N.

NO-BLONG: it is not; there is no.

NO-BLONG REASON: it is not sensible; unreasonable.

NO-CAN: impossible; I cannot; it will not do.

NO-CAN-DO: cannot. *No-can-do?* can you not?

NO FEAR: not likely. In very common use in Pidgin-English.

NIGHTEE-TIME: evening.

NOTHER: other; an other; one more; different.

NINGPO-MORE-FAR: A word applied to a native absconder among Shanghai businessmen; Ningpo, to the south of Shanghai, being a favourite retreat for Chinese tradesmen, or piece-goods merchants, unable to meet their liabilities at one of the semi-annual settling days. "Have go Ningpo-mo-far."

O.

OLO: old.

OLO CUTSOM: old custom; indicates everything established or usual. Of great force in China.

ONE-PIECEE: one; a; an.

ONE-TIME: once; only; immediately.

OSSO, OSSOTI, OR AUSSO: quick; be quick; hurry.

OMBAUTSO, OR WAMBATSO: Lit. "yellow-contract-wagon." The common Shanghai term for a ricksha. Mandarin: "Huang-pao-che": in Shanghai the last word is pronounced "Tso." (Lundequist). This expression is said to be peculiar to Shanghai.

P.

PAY: to give; bring; deliver; transfer. "You pay masta that piecee chit." Give your master that note. *Pay order*; to place an order.

PICUL: in commerce, an Indian measure equal to one hundred catties, or 132-lbs. avoirdupois. (sometimes 133½-lbs.).

PIDGIN: business; affair; occupation. A word of very general application.

PIECEE: prefixed by *one* signifies a or an, as well as piece; portion.

PLAY-PLAY: recreation. "He go home-side makee play-play." He has gone on a vacation.

PLAY-FIDGIN: sham; humbug; nonsense.

PLENTY: much; very; very much.

PLOFA, PLOFEL: proper; good; right; correct; well; nice.

PUTTEE; PUTTEE HOOK: when a Chinese has settled on a transac-

tion he invariably says "*allight, can puttee book.*" "*cargo have puttee inside steamer—no have puttee?*" has the goods been shipped or not?

R.

RICKSHA, OR LICKSHA: (properly jinrickshaw) Japanese. A vehicle drawn by a man. Invented by a missionary in Japan. In Shanghai called wang—or huang-pao-tso.

RICKSHA-COOLIE: the motive power of the ricksha.

S.

SAMPAN: a small boat.

SAMSHU: rice-spirit. Excellent to avoid.

SA-NI-KO-TOW: "I'll cut off your head." A usual form of repartee among coolies.

SAVVY: (Portuguese) know; understand; *No savvy?* Do you not understand?

SETTY, SETTEE: settled; arranged; used in business when a bargain is agreed upon. "My have setty—can puttee book."

SHA-SHA-NO; SHA-SHA-NO: the beggars' whine. "Thank you! Thank you."

SICK: out of order; out of repair. "Clock belong sick."

SIDE: place; country; situation. "What side you belong?" Where is your home? "He belong China-side 'now.'" He is in China. *Side* qualifies prepositions and adverbs: e.g., *top-side*, above, upstairs; *bottom-side*, *far-side*, beyond; *this-side*, here; *allo-side*, around.

SING-SONG: a dramatical or musical (more or less) entertainment.

SMELLUM-WATER: perfume; eau-de-cologne.

SNOWBOY: same as learn-pidgin, (*q.v.*)

SQUEEZE: a fine or imposition. More commonly a bribe or an illicit gain.

STINKUM-CHEESE: any "high" cheese.

SUN-E-GA OR SUNNEGAR: the usual form of query over the phone; "*who are you.*"

SUPPOSEY: suppose; if; admit; a word of wide application.

SYCEE, OR SHOE: a silver ingot bearing a merchants guaranty chop.

SHROFF: properly the member of the cashier's or compradore's department who passes upon all coins and notes presented. Latterly meaning a bill collector. (Hindu). *To shroff*, to check, to correct, to pass upon.

SHUTTLE DOOR: to give up business, close down, bankruptcy.

SING-SONG GIRL: Chinese equivalent of Japanese geisha. More noise than melody. Much patronized by wealthy Chinese.

SING-SONG WATER: aerated water, soda.

SOLDIER MAN BOAT: man-of-war.

T.

TAE: a monetary unit of account, not coined, based upon a Chinese ounce weight of silver of specified fineness. These weights and degrees of fineness vary in each locality, thus we have Tientsin taels, Shanghai taels, Haikwan (Customs) taels, etc.

TAI-PAN: great series: first of a series; a head man; a "boss."

TALKEE: tell; say or talk; ask; inform; "He talkee my no can do" he said it was impossible. Also talkee-talkee = negotiation: "My go look-see he talkee-talkee; I am going to talk it over with him."

THAT: frequently used in pidgin-English when it would be omitted in ordinary English e.g., that man, he.

THAT-SIDE: there.

THIS-SIDE: here.

TIFFIN: (Indian) luncheon.

TING: thing.

TOO: very. "You too bad."

TOO-MUCHEE: very; excessive. "You too-muchee handsome." You are very handsome.

TOP-SIDE: above; on high; heaven. Also up-stairs.

U.

UNNERSTAN? a common expression for do you understand? (Mr. Lundquist notes: "Is this expression really common? I think that 'Savvy-no-savvy?' is far more common").

W.

WAI-FE, WAI-FEE: wife or *mississy*.
Number one *mississy*; Number
two *mississy*, etc., Small *mississy*;
concubine (Lunde).

WAI-LO: or *wylo*; go away; away
with you; gone; departed.

WALKEE: to go (in any way)
"He man wear two piece watch.
Wha-fo? Supposee one makee
sick, other piece walkee."

WALLA-WALLA: outcry; noise; la-
mentation. Same as too-muchee-
talkee-talkee.

WANTCHEE: to want; to require.

WAT-TING? what is it? what?
what do you mean!

WHAT-FASHION: how? In what
way? By what means?

WHA-FO: why; wherefore; be-

cause. "Wha-fo you makee so-
fashion?"

WHATSIDE: Where.

WHE? WHE? The Chinese equiva-
lent of our "hello" at the tele-
phone.

WHO-MAN: who? whom? "Who-
man makee break that one-
piecee glass?"

WANGBATSO OR HUANG-PAO-TSO:
in Shanghai, a ricksha or ricksha
coolie. (in the latter case wrong-
ly applied by foreigners).

Y.

YING-KUO: England; the English
nation.

YING-KE-LIS: English; an English-
man (also Ying-jen.)

YULOH: to propel a boat by stern
sweeps.

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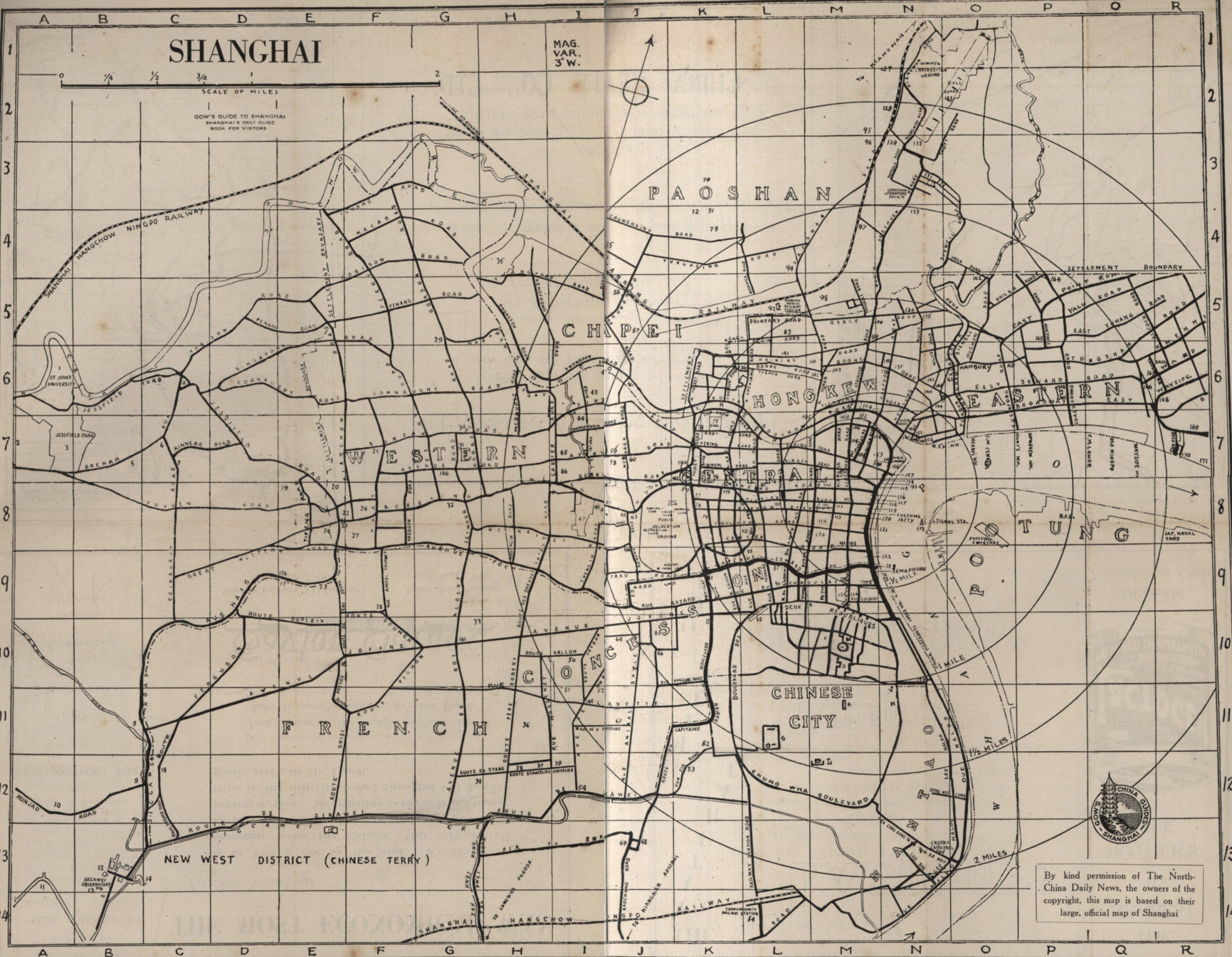
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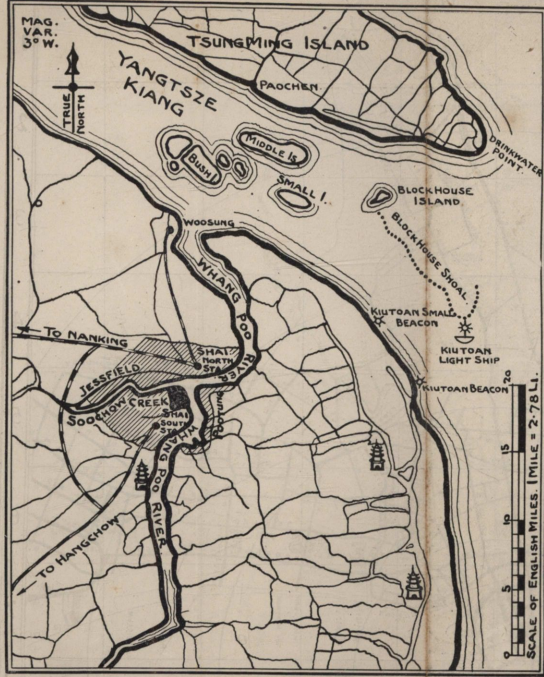
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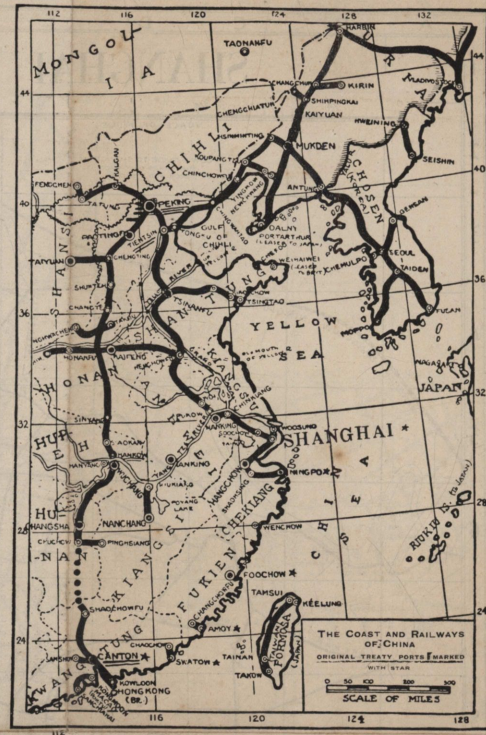
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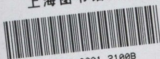
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